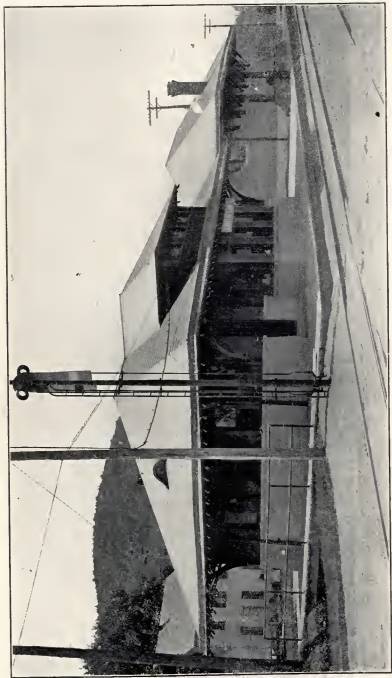


REPORT
OF
RAILROAD COMMISSIONERS
VERMONT

1908



NEW PASSENGER AND FREIGHT STATION AT WEST RUTLAND, VT.

Erected by the Delaware & Hudson Co.

ELEVENTH BIENNIAL REPORT

OF THE

Board of
Railroad Commissioners

OF THE

STATE OF VERMONT

June 30, 1906, to June 30, 1908

ST. ALBANS, VT.:
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1908

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Board of Railroad Commissioners

Dec. 1906-1908.

JOHN W. REDMOND, *Chairman*, - - - - - Newport, Vt.

ELI H. PORTER, - - - - - Wilmington, Vt.

S. HOLLISTER JACKSON, - - - - - Barre, Vt.

RUFUS W. SPEAR, *Clerk*, - - - - - Newport, Vt.

General Office, Montpelier, Vt.

State of Vermont.

RAILROAD COMMISSIONERS' REPORT.

To the General Assembly of the State of Vermont:

The Board of Railroad Commissioners respectfully submits herewith its Eleventh Biennial Report, containing the substance of the reports exacted from the various steam railroad companies and electric railway companies of the State for the two years ending June 30, 1908, with statistical tables compiled therefrom, and a statement of the proceedings of the Board to the date of this report.

THE NEW RAILROAD COMMISSION LAW.

By No. 126, Acts 1906, the former law providing for a Board of Railroad Commissioners and prescribing its duties was repealed, and the present Board was created, with added duties and plenary powers within the realm of its jurisdiction. And it is given "jurisdiction on due notice to hear, determine, render judgment, and make orders and decrees" in practically all matters affecting the operation of a railroad in which the public has any substantial interest. The Act gives the Board "the powers of a court of record, both at law and in equity, in the determination and adjudication of all matters over which it has jurisdiction. It may render judgments, make orders and decrees, and enforce the same by any suitable process issuable by courts of law and equity in this State."

Our experience has demonstrated that this was wise and much needed legislation. It has but invested the Board of Railroad Commissioners with the power necessary to make it an efficient public servant. We have intended neither to make a vain and provoking display of that power, nor hesitate to use it where justice demands its exercise. We have, however, tried constantly to remember that many of our duties are judicial in character, demanding that we act only after due notice and hearing, and on careful consideration, to the end that we may do exact justice, without favor to either party. While justice requires us to state that those who have the management of the railroads of this State are honorable men who realize the public nature of their trust, and have generally cordially cooperated with us in our endeavors to accomplish needed improvements and remedy existing evils, still the mere fact that this Board is invested with power adequate to compel the full and seasonable relief of a grievance is a potent influence silently and constantly operating to conserve the rights of the public. It is especially gratifying to note the number of improvements quietly made at the suggestion of this Board on its own motion, and the large number of informal complaints that we have adjusted without any public hearing, by mere conference and correspondence, and which, therefore, attracted no public attention. Railway managers, almost without exception, appear to have a sincere desire to effect, wherever possible, an amicable and just settlement of all complaints that are susceptible of voluntary or informal adjustment. What the Interstate Commerce Commission said in its recent annual report is equally applicable to our statute and the railroad situation in this State: "The wider recognition of the fundamental justice of the statute, the quickened sense of public obligation on the part of railway managers, the clear perception by shippers of all classes that any individual advantage is morally as well as legally indefensible, and the augmented influence of the Commission resulting upon its increased authority, have all combined materially to diminish offensive practices of every sort, and signally to promote the purposes for which the law was enacted."

LEGISLATION RECOMMENDED.

In compliance with the statutory requirement that we suggest such new legislation as, from our experience and observation, we deem appropriate, we respectfully recommend the following new legislation and amendments to the existing law:

THE GRADE CROSSING ACT.

1. Frequently the elimination of a railroad-highway crossing at grade, located wholly in one town, will be of as much, if not greater, benefit to one or more other and contiguous towns, as to the town in which the crossing is situated; and it sometimes occurs that such elimination requires the construction of an underpass, or overpass, or a connecting section of public highway, in such other town. In those cases, justice requires that such towns should be severally assessed in proportion to the benefits conferred by the elimination, and not that the whole of the municipal assessment be cast on the town in which the crossing happens to be located. But the only municipal assessment now allowed is of "the town in which the public highway or crossing is located." Sec. 1, No. 125, Acts 1906, P. S. 4545.

2. It may happen, though we do not know of such a case, that the grade crossing to be eliminated is located in more than one town. In such case, it may be questioned whether the power given by the above cited statute to assess "the *town* in which the public highway or crossing is located", would allow such assessment of the towns jointly or severally. It probably would, but should be placed beyond debate.

3. The last section of the grade crossing Act, P. S. 4554, provides that the statute shall not apply to street railway corporations. There are several railroad-highway crossings at grade in this State where the public highway is crossed both by a steam railroad and a street railway. The elimination of such crossings would be of great special benefit to the street railway; and justice requires that in such cases the street railway company should share in the

expense of the elimination in proportion to the special benefits thereby conferred upon it. The law should be amended so as to meet this requirement.

4. Sec. 6, No. 125, Acts 1906, The Grade Crossing Act, P. S. 4551, provides that any interested party may appeal from any order of the Board of Railroad Commissioners affecting grade crossings to the court of chancery, where the matter shall be heard and determined *de novo*. That Act was approved November 9, 1906, and took effect January 1, 1907. No. 126, Acts 1906, the new Railroad Commission Law, was approved December 14, 1906, took effect from its passage, and by Sec. 29, repealed Chapter 172, of the Vermont Statutes and all amendments thereto, "and all acts and parts of acts inconsistent herewith." Sec. 10 of that Act, P. S. 4599, is: "Any party to a cause who feels himself aggrieved by the final order, judgment or decree of the board shall have the right to take the cause to the supreme court by appeal, for the correction of any errors excepted to in its proceedings, or in the form or substance of its orders, judgments and decrees, on the facts found and reported by the board."

And the question is whether the later Act has repealed, as inconsistent therewith, the provision of the above cited section of No. 125, that appeals in crossing cases shall be to the court of chancery.

The court of chancery has answered this question in the affirmative, in two cases that went no further. The Legislature should free this matter from doubt. We think that all such appeals should be to the Supreme Court, in conformity with the later Act creating this Board and placing it on a wholly new basis.

5. Section 1 of No. 125, Acts 1906, P. S. 4544, provides that, when this Board orders work to be done in the elimination of a grade crossing, it shall designate by whom such work shall be performed. Where the railroad company is ordered to do such work, and it becomes necessary to take land to carry out such order, section 4 of said Act, P. S. 4549, seems to have provided a procedure for the taking of such land. But where the town is ordered to do the work, the Act is silent as to how it shall proceed where

it is necessary to take land to fulfill the order. We ordered the town of Highgate to construct a certain connecting section of public highway for the purpose of eliminating a grade crossing, and the Supreme Court has just held that in such cases the selectmen should proceed in laying out the highway and in taking the requisite land as they would in the ordinary case of laying out any highway in town; and, incidentally, held that this Board had no authority to direct as to the location of such connecting section of public highway.

We think that whether the railroad or the town is ordered to do the work, if it is necessary to take land to fulfil the order, the procedure should in all cases be substantially that now prescribed by P. S. 4549, which should be amended so as to provide that whenever any party is ordered to do the requisite work in the elimination of a grade crossing, and it is necessary to take land to carry out such order, the party ordered to do the work shall cause such land to be surveyed and furnish a copy thereof to the owner of such land, or his agent. Whereupon, in case the owner of such land and the party ordered to do the work cannot agree on the price of the land and the damage to the owners resulting from such taking thereof, or as to the necessity for such taking, either party in interest may make written application to the Board of Railroad Commissioners, which, after due notice and hearing, shall first adjudge whether the taking of such land is necessary, and if it be adjudged that it is, shall appraise the same and award such damages for the taking thereof as are just. All reference to the sections referred to in P. S. 4549 should be omitted, as such reference serves only to obscure the meaning.

6. Section 1 of the Grade Crossing Act, P. S. 4544, provides that petitions thereunder may be brought by the selectmen of a town or by "the directors of a railroad corporation whose road is crossed by a public highway." In some instances, the directors of the railroad corporation live at such a distance and so far apart that the time and trouble required to get a majority of them to sign a petition entails both embarrassment and delay. This should be changed so as to allow such petition to be brought by the railroad corporation either by its attorney, its general

manager, or other such principal officer, as is most convenient.

AGRICULTURAL FAIRS.

No. 122, Acts 1906, (P. S. Chapter 193) was intended, except as therein specified, to insure absolute uniformity and fairness in the charges exacted by railroads from shippers and passengers. P. S. 4486 (V. S. 3902) provides that, "A person or corporation operating a railroad shall give to *all persons* reasonable and *equal* terms, benefits, facilities and accommodations" for the transportation of themselves and their property. We at the request of the railroads, early had to decide whether, under this legislation, a railroad could, at special and reduced rates transport to or from any public agricultural exhibition or fair in this State the animals or other property to be there publicly exhibited. If this could not be done, it was evident that the success and public value of these fairs would be much impaired, if not wholly destroyed. After much consideration and some hesitation as to our power to do so, we issued our "General Order No. 2" dated March 11, 1907, and herein elsewhere recited, authorizing the various railroads so to transport such property, "Provided, that such reduced rates shall be available to all who desire to exhibit animals or other property at such exhibitions or fairs," and the various railroads have accordingly granted such reduced rates, thereby insuring the success of these fairs and the resulting public benefit. But it may well be questioned whether, in view of the above legislation, and especially of P. S. 4486, such transportation at reduced rates is legal. For, it may be argued, you thereby discriminate in favor of persons transporting property, for instance, to White River Junction for exhibition at the State fair against those who wish to transport the same sort of property to that place, but not for exhibition, thereby violating P. S. 4486. Our agricultural fairs are of so great public benefit that such legislation should be enacted as clearly allows the railroads to transport property thereto and therefrom at reduced rates, without fear that in so doing they may be violating the law.

STUDENTS ATTENDING INSTITUTIONS OF LEARNING.

It may well be doubted whether, under the above cited legislation, railroads can legally transport students to and from the institutions of learning that they are attending, at special and reduced rates, other than by issuing to them the regular commutation tickets that are also available to the public generally. We think that the law should be so amended as clearly to allow the railroads so to discriminate in favor of students attending schools and other institutions of learning. The reasons for this are too manifest to require argument or discussion.

TRANSPORTATION OF FIRE COMPANIES AND THEIR EQUIPMENT.

In two cases that have come to our attention during the time covered by this report, a railroad transported by special train the fire company and equipment of one town to the assistance of a sister town in which an extensive conflagration was raging. Later, when asked by the stricken town for the bill for this transportation, the railroad company desired, if it might legally do so, to make no charge for that service; but feared lest it would thereby violate the law. The law should be so amended that transportation of this sort may be furnished free, or at reduced rates, should the railroad company choose to do so.

TRESPASSERS ON RAILROAD TRACKS.

The number of persons killed or injured because of walking on the roadbed of the various railroads in this State should challenge the attention of the Legislature. In many villages the railroad is made a common highway for pedestrians, including women and children, simply because a few rods is thereby saved in travelling. It is very inconsistent public policy for the State, the towns, and the railroads annually to expend a large sum of money for the abolishment of grade crossings, for the purpose of protecting the public from injury by railroad trains, and still to allow that public, including women, old men, and children, to make a common highway of the various railway road-

beds. We earnestly recommend the enactment of a statute providing a substantial punishment for all persons that trespass on the right of way of any railroad in this State. The Railroad Commissions of most of the other states have reached the same conclusion and have made similar recommendations for remedial legislation. We quote with approval the following recent utterance of the Railroad Commission of the State of Indiana:

"Our observations, reports of inspectors, and of the carriers, all show that the death rate of trespassers will continue to increase until the power of the law, backed by a strong pressure and sentiment, is directed against this fatal nuisance. The railroads are public highways, indeed, but not highways for footmen, for horse carriages, nor automobiles, nor any conveyance nor transportation except that provided by the carriers, whose charters from the State give them the sole right to operate these roads; and if the State exerts its supervisory power over its public highways, as the most enlightened nations have always done, as to tolls to be charged, and especially as to the accommodation and safety of the public, is it not also obligatory in principle, and necessary in every day practice, that the State shall protect those whom it has invested with a portion of its own sovereignty in the operation of these public roads against trespassers of all kinds, whether on the tracks or on the cars? * * * It is as bad as an epidemic or the use of poisonous drugs and foods. Unlike an epidemic or temporary distress or casualty, it continues for every season and every month, and every week of every year."

BRAKES FOR PASSENGER TRAINS.

P. S. 4495 provides: "All railroad passenger trains, except mixed trains, shall be provided with brakes operated from the engine by the engineer." This should be amended by striking out the words "except mixed trains." If, when the statute was enacted, there was any necessity for this exception, such necessity has ceased to exist.

SHELTERS FOR LIVE STOCK.

Sections 2, 3, and 4, No. 96, Acts 1904, now P. S. 4473—4475, should be repealed or otherwise so modified as to give this Board exclusive jurisdiction of the subject-matter thereof, in harmony with the intent of the legislation creating this Board and defining its powers and jurisdiction.

FORMATION OF PASSENGER TRAINS.

P. S. 4499 provides that, "In forming a passenger train of more than one passenger car, no loaded and not more

than two baggage, freight, merchandise or lumber cars shall be placed in the rear of passenger cars; and, if they are so placed, and an accident happens to life or limb, the officer or agent who so directed, or knowingly suffered, such arrangement, and the conductor and engineer of the train shall each and all be guilty of intentionally causing the injury, and be punished accordingly."

This might be interpreted to authorize, by implication, the running of a train consisting of one passenger car followed by any number of loaded freight cars. The section should be amended by casting out the words, "of more than one passenger car."

FREIGHT TRAIN STOPPED ON CROSSING.

P. S. 4435 penalizes the act of a conductor or engineer of a freight train in allowing the train to come to a stop on a crossing and refusing "immediately to open a sufficient passage for carriages and loaded teams." This act is frequently complied with by disconnecting the cars and separating the train just enough to make a passage for teams, leaving the rest of the crossing within the limits of the highway occupied by the train; which condition frequently results in frightening horses that are driven over the crossing. The section should be amended so as plainly to require the crossing to be left open *to the full width of the highway*.

ON THE GRANTING OF SPECIAL CHARTERS.

Because of non-payment of charter taxes under the provision of No. 90, Acts of 1904, many special railroad charters were revoked. At the present writing, however, the following special charters are in force, under which no organization has been had and no construction work begun: Black River Electric Power, Lighting & R'y Co.; Chelsea, Tunbridge & South Royalton R. R. Co.; Clyde River Electric R'y Co.; Grafton & Saxtons Rivers R'y Co.; Hartford Street R'y Co.; Interstate R'y Co.; Newport, Hardwick & Montpelier R. R. Co.; Orange County Electric R. R. Co.; Slate Belt R. R. Co.; Wells River & Barre Electric R'y Co. The following special charters are in force, under which organization has been had but no actual construction work begun: Hoosac Traction & Power

Co., organized Dec. 1906, Mettowee Valley R. R. Co., organized July, 1907, and Rutland & Montpelier R. R. Co., organized May 31, 1907. In many of these thirteen special charters are to be found provisions not in accord with the general railroad laws of the State. It is true that some of these conflicting provisions have been cured by subsequent general legislation, especially by the legislation of 1906. But there remain some inconsistencies that should be removed. For example, the Black River charter provides for the regulation of rates by the old process of petition by selectmen to county court and contains other provisions in conflict with the general railroad policy of the State. These inconsistent provisions were passed several days subsequent to the passage of the general Railroad Rate and Railroad Commission Acts, in which the Board of Railroad Commissioners was given full jurisdiction over rates. This and other instances in other charters, show how easy it is by special legislation to avoid the effect of general legislation. Special railroad charters have been granted with provisions therein absolutely at variance with the general law and the public good. Such provisions may have been obtained by the intention of the incorporators, but probably most often by accident. To our mind there is little or no need of special charters for railroad companies. Incorporation under the general law is the only safe method of granting charters to railroad companies. The general law amply provides for the protection of the incorporators and the public, and looks toward a speedy commencement of construction work. The discouragement in the granting of special charters would mean the encouragement of *bona fide* incorporation under the general law and actual railroad construction. Under the general law charters cannot be obtained and held for purely speculative purposes, for its provisions are such that only those who were ready actually to build a railroad and were sincere in their plan so to do would apply for incorporation. It is commonly said that special privileges are too freely granted by the Legislature and some reason for this statement may be found in an inspection of the special railroad charters that have been granted in the past. It is easier to grant special privileges than it is subsequently to regulate or take them away.

We therefore recommend the passage of such a measure as will bring any inconsistencies in existing special charters into line with the general railroad law and policy of the State; and we further recommend that no new special charters be granted unless some extraordinary reason is shown therefor and then only after the fullest possible publicity.

THE WORK OF THE BOARD.

Almost our first official act was, with the approval of the Governor of the State, to appoint Rufus W. Spear, of Newport, as Clerk of this Board, at an annual salary of one thousand dollars. Mr. Spear has since served in that capacity.

When, on December 17, 1906, we entered on our official duties, and thence throughout the whole of that winter, we were confronted by a most serious and perplexing situation.

Many of the railroads of this State, in common with those of the whole country, were embarrassed and almost paralyzed by the greatest freight traffic congestion in our railroad history. The car and motive power equipment was wholly inadequate to handle the wonderful increase in freight traffic tendered the railroads; and the worst feature of the situation was that no amount of money could afford immediate relief, for although every car factory and locomotive shop in the country was taxed to its utmost capacity, the requisite equipment could not be obtained at any price. An immense quantity of through freight was sidetracked at congested terminals; local traffic hardly moved,—in some cases taking ten days to get freight from Burlington to Montpelier. The public were irritable, impatient, and seemed to think that we could compel immediate relief. Through patient and vigilant effort on our part, seconded in almost every instance by the cordial and effective co-operation of the various railroad officials, the situation was so far alleviated that throughout that embarrassing winter Vermont had better freight service than most of the other states, and by spring that service had become substantially normal and satisfactory; and the various railroads have since obtained such additional equipment and supplies as will render them better able hereafter to encounter a like situation.

GRADE CROSSINGS.

We discovered that no statistics had ever been gathered, and no record information existed, showing the number and kind of railroad highway crossings in this State. We caused an investigation to be made as to the condition in that respect on January 1, 1907. The information thus obtained is tabulated at the end of this section. From that table it will be seen that on January 1, 1907, there were in this State 924 railroad-highway crossings at grade; 77 subways, for travel beneath the railroad tracks; and 52 overpasses.

In view of this condition, it must be seen that no more commendable legislation has been enacted in recent years than the Grade Crossing Act of the last Legislature. That statute contemplates the ultimate elimination of all railroad-highway crossings at grade in this State. To that end that Act, among other things, provides that each corporation operating more than eighty miles of single track road in this state shall eliminate annually at least one grade crossing for each eighty miles of its road so operated, or fraction thereof in excess of forty miles; that every railroad corporation operating a railroad in this State shall eliminate annually at least one of its grade crossings; and that the expense of such elimination be apportioned by this Board between the town, the State, and the railroad corporation in the ratio of not more than ten per cent to the town, not more than twenty-five per cent to the State, and the remainder to the railroad corporation, but that the amount so paid by the State in any one year shall not exceed twenty-five thousand dollars, and that no more than one crossing in any town shall, without its consent, be abolished in any year, if the construction of an underpass or overpass is thereby necessitated. It will be noticed that these provisions, in effect, limit the total annual expenditure to one hundred thousand dollars.

The administration of this law has entailed a great deal of labor on the part of this Board, but we feel that we have done nothing of more lasting and manifest public value than the abolishment of those death traps. In many instances it was almost as easy to eliminate two or even

three crossings as one of them, and in such cases we were able, with the consent of all concerned, to order the elimination of more than the railroad's annual quota. For this reason we have ordered the elimination of more crossings than is likely to be again ordered in a like period.

Since the spring of 1907, when we began this work, we have ordered the elimination of forty grade crossings. In many cases the work is completed, and we expect that all will be finished before the end of this season. In each case the town was assessed ten per cent, the State twenty-five per cent, and the railroad the remainder of the expense, including land damages, except in the cases of the Vergennes crossing, where that city was assessed only six per cent of such expense; the Bloomfield crossings, where the town was assessed five per cent, but in no event to exceed \$800, and the State twenty-five per cent, but not to exceed \$4,500; the "Lake Side Crossing" at Burlington, where that city was assessed fifteen per cent, the crossing having been created by the city after the railroad was constructed; and the crossings at Fairlee, where that town was assessed 10 per cent, but not to exceed \$600.

These forty grade crossings were distributed from the towns of Bloomfield, Maidstone, Newport, Troy, Sutton, Highgate, and Alburg in the north, to the towns of Dummerston and Shattsbury in the south, and are described as follows:—

1. On the Grand Trunk Railroad, three crossings in the village of Bloomfield, eliminated by the construction of one underpass and connecting sections of public highway. These were very dangerous crossings, over which passed the whole of the New England bound freight and passenger traffic of the Grand Trunk Railway Company.

2. On the Maine Central Railroad, two crossings in the town of Maidstone, known as the "Twin Crossings," eliminated by the construction of a connecting section of public highway. These were very dangerous crossings. On one of them a woman was killed after we had ordered its elimination, but before that order could be fulfilled.

3. On the Canadian Pacific Railroad, two crossings in the village of Newport Center, eliminated by the construction of one underpass and connecting sections of public

highway; and one crossing in the town of Troy known as the "Manuel Crossing," eliminated by the construction of an underpass. These were three very dangerous crossings over which passed all the New England bound freight and passenger traffic of the Canadian Pacific Railway Company.

4. On the St. Johnsbury and Lake Champlain railroad, two very dangerous crossings in the town of Highgate, eliminated by the construction of a connecting section of public highway; one very dangerous crossing in the town of Wolcott, eliminated by the construction of an underpass; and one very dangerous crossing in the village of East Fairfield, eliminated by the improvement of an adjacent highway.

5. On the Boston & Maine Railroad, one very dangerous crossing in the town of Sutton, eliminated by the construction of an underpass and a connecting section of public highway; one very dangerous crossing in the town of Lyndon, eliminated by the improvement of an adjacent section of public highway; one crossing in the village of Windsor, eliminated by improving a subway beneath the railroad track on Main Street in the village, which ever since the construction of the railroad had a clear height of only nine feet, and which was, therefore, impassable for teams with large loads; and two dangerous crossings in the town of Fairlee, eliminated by the construction of a connecting section of public highway. The Boston & Maine is to have credit for one of these crossings on its requirement for next year.

6. On the Central Vermont Railway, the very dangerous crossing in the town of Berlin known as "Brown's Crossing," eliminated by the construction of an underpass and a connecting section of public highway; two very dangerous crossings in the town of Bolton, about 800 feet apart, and about one-half mile north of the station at North Duxbury, known as the "Twin Crossings," eliminated by the construction of a connecting section of public highway; two crossings in the town of Dummerston, about 600 feet apart, eliminated by the construction of a connecting section of public highway; two very dangerous crossings in the town of Northfield, one known as the "Butterfield Cross-

ing," eliminated by the construction of an overpass and a section of public highway, the other known as the "Blood Crossing," eliminated by constructing a connecting section of public highway; one very dangerous crossing in the town of Royalton, eliminated by the construction of an underpass; and two crossings in the town of Enosburg, for the elimination of which we issued the order after June 30, 1908, and one of which crossings is to be credited on next year's requirement.

7. On the Montpelier & Wells River Railroad, one crossing in the town of Berlin, near the East end of the "Kinney Railroad Bridge," and one crossing in the town of Barre, the second East of said bridge, both eliminated by the construction of a connecting section of public highway; and one crossing in the town of East Montpelier, the third East of said bridge, eliminated by the construction of an underpass.

8. On the Rutland Railroad one very dangerous crossing in the city of Vergennes, the only one in the city, eliminated by the construction of an underpass and a connecting section of public highway; two crossings in the town of Shaftsbury, near the village of North Bennington, known, respectively, as the "Surdam Crossing" and the "Lamb Crossing," both eliminated by the construction of one connecting section of public highway; one very dangerous crossing in the South part of the city of Burlington, known as the "Lake Side Crossing," eliminated by the construction of an excellent underpass; and two crossings in the town of Alburg, eliminated by the construction of a connecting section of highway.

9. On the Delaware & Hudson Railroad, the two most Northerly grade crossings in the town of Rupert, very dangerous crossings, eliminated by the construction of one overpass and a connecting section of public highway.

10. On the Woodstock Railroad, two very dangerous crossings in the town of Woodstock, near the village, eliminated by the construction of a connecting section of public highway.

Because of the expense entailed by the above, and because their crossings were very much less dangerous, we

exempted the other and smaller railroads from the requirements of the crossing Act.

Although at the time this report is written all of the above work is not completed, so that we are unable to give the exact expense thereby incurred, we are confident that the State's share of such expense will not exceed the sum limited for the biennial period, namely \$50,000, that is, that the total expense will not exceed \$200,000.

Where in the elimination of these crossings, we have had occasion to order the construction of new highway, we have deemed it wise to exact a highway of a quality equal to that required in the expenditure of the State permanent highway fund; and accordingly, in almost every instance, our order has been, in substance, that such new highway shall be three rods wide, with a finished roadway twenty feet wide, including shoulders but excluding ditches, surfaced with good gravel to the depth of one foot, properly crowned, ditched and drained. The result is that the new sections of public highway that we have caused to be constructed, in connection with this work of eliminating grade crossings, are among the best highways of their kind in the State, and calculated to raise the local standard.

Our standard underpass requires that the minimum clearance, between the lowest surface of the spanning superstructure and the crown of the finished roadway beneath, shall be thirteen feet, and that the clear width, from face to face of the abutments, shall be at least twenty feet. In a few cases, for special reasons, we have departed from this. For example, the width of the underpass at the "Lake Side Crossing" in the city of Burlington, which is traversed by the highway, is to be twenty-four feet, and on each side of this, on a higher grade, will be sidewalks seven and one-half feet wide.

We insert herein a few pictures that will give a more accurate notion of the general nature of this work.

It is very gratifying to report that, aside from a little initial dissatisfaction on the part of the town of Shaftsbury, and the opposition by the city of Vergennes, there was not only no opposition to the elimination of these grade crossings, but the most cordial co-operation on the part of the towns and the railroads, the petitions in many cases be-

RAILROAD-HIGHWAY CROSSINGS IN VERMONT, JANUARY 1, 1907.

RAILROAD COMMISSIONERS' REPORT.

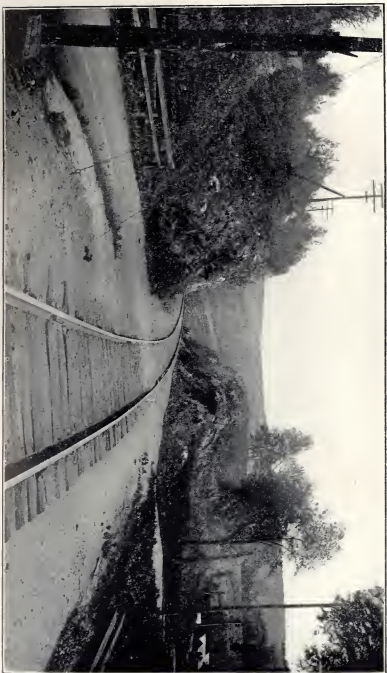
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RAILROAD	GRADE CROSSINGS.					Over Highway	Under Highway
	PROTECTED			Unpro- tected	TOTAL		
	Gates	Flagmen	Electric Signals				
Atlantic & St. Lawrence (Grand Trunk).....				10	10	2	
BARRE				22	22	1	
BOSTON AND MAINE							
Conn. & Pass. Div.	2	3	4	71	80	5	8
Fitchburg Div.	1	1		4	6		
Sullivan County R. R.....				2	2		1
Vermont Valley R. R.		2		3	5	2	4
				7	7		
BRISTOL							
CENTRAL VERMONT							
So. Vernon to Brattleboro	1			4	5	2	
Windsor to Canadian Line.....				117	126	20	8
Barre Branch		2		20	22	4	2
Brattleboro & Whitehall Branch				27	27	3	1
Burlington & Lamolille Branch			3	36	39		2
Missisquoi Branch				41	41		
Swanton Jet. to Rouses Point				10	10		
CLARENDON AND PITTSFORD				26	26	2	
DELAWARE AND HUDSON		2	5	33	40	2	1
HARDWICK AND WOODBURY				9	9		
HOOSAC TUNNEL & WILMINGTON				3	3	3	
MAINE CENTRAL				11	11		
MANCHESTER, DORSET & GRANVILLE				7	7	1	1
MONTPELIER & WELLS RIVER		2		41	43	5	
MONTREAL & ATLANTIC (C. P. R.)				25	25	1	
RUTLAND:							
Bennington & Rutland Div.				68	68		1
Main Line		2	4	113	119	13	14
Addison Branch				10	10	1	
ST. JOHNSBURY & LAKE CHAMPLAIN	1			140	141	7	8
WHITE RIVER				10	10		
WOODSTOCK				10	10	3	1
TOTAL.....	5	14	25	880	924	77	52

PASSENGER STATIONS AND TOILET ROOMS.

We have given special attention to the condition of passenger stations and toilet rooms. We found that many of the passenger stations were allowed to become and continue so filthy as to be unfit for public waiting rooms, and in particular that many toilet rooms were so unclean as to be actually repelling. As we said in our circular letter dated October 7, 1907, and hereinafter recited, requiring the several railroads to remedy these conditions:—"Outside of its duty to do all in its power to insure the safety of the travelling public, a railroad owes that public no higher duty than cleanliness. Passengers as much pay for, and have a right to demand, neat and presentable passenger stations, equipped with neat, presentable, and well kept toilet rooms, as safe and convenient transportation; and a railroad both violates its duty and practices a false economy if it ignores that fact." We have secured much improvement in these respects, and intend to secure more. At the larger stations men have been employed specially to keep the waiting rooms and toilet rooms clean and in order, and in many cases the plumbing and other toilet-room equipment has been wholly renewed. It is but just to the railroads to remark, in this connection, that some of the travelling public, and others who resort to these stations, are exasperatingly careless, and frequently show an utter disregard not only of neatness, but even of the right of private property, for toilet-room walls are frequently disfigured and mutilated by pencil and knife, and in some cases the fixtures are viciously destroyed, or crippled. The travelling public and the local authorities should join with us and the railroads in securing a reform of these evils, and State's attorneys and other prosecuting officers are requested to be especially vigilant to the end that perpetrators of such malicious mischief may be punished.

We have ordered a new passenger station to be constructed by the Central Vermont Railway Co. at Barre; and ordered the Delaware & Hudson Co. to construct new passenger and freight stations at West Rutland and at West Pawlet.



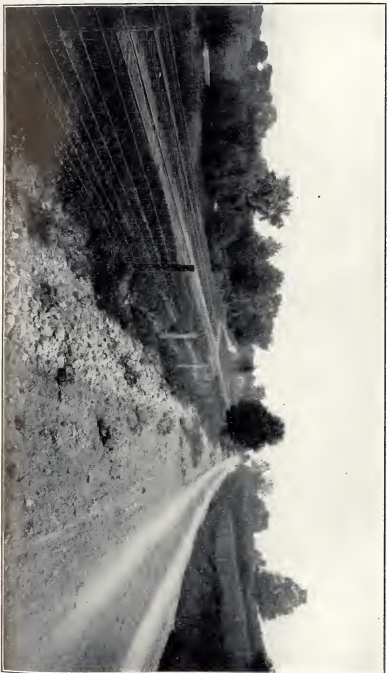
TOWN OF BERLIN, WASHINGTON COUNTY—CENTRAL VERMONT RAILWAY.

Showing grade crossing at "Brown's Mill," one of the most dangerous on the line of the Central Vt. R'y, eliminated by underpass and connecting section of highway as shown in Cut No. 2.



TOWN OF BERLIN, WASHINGTON COUNTY—CENTRAL VERMONT RAILWAY.

Showing underpass, near "Brown's Mill," Berlin, by which, with a connecting section of highway, an extremely dangerous grade crossing was eliminated.



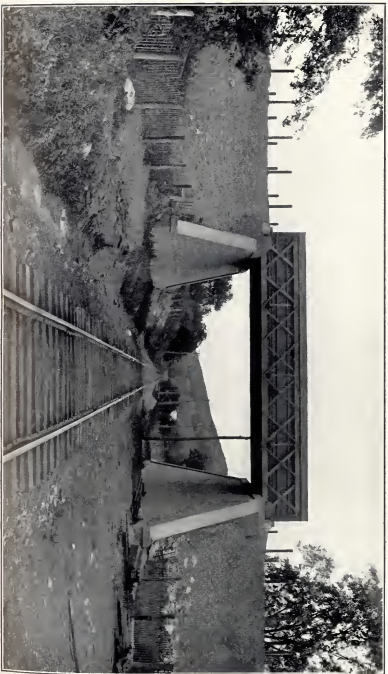
TOWN OF SHAFTSBURY, BENNINGTON COUNTY—RUTLAND RAILROAD.

Showing section of new highway by which the "Lamb" and "Surdam" grade crossings were eliminated. Former site of "Surdam" crossing shown on left.



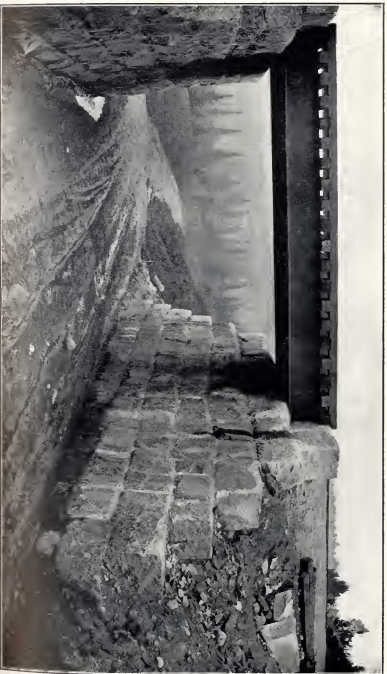
TOWN OF BOLTON, CHITTENDEN COUNTY—CENTRAL VERMONT RAILWAY.

Showing new connecting section of highway by which two grade crossings were eliminated. Section of former highway and one of crossings shown at left.



TOWN OF RUPERT, BENNINGTON COUNTY—DELAWARE & HUDSON R. R.

Showing overpass, which, with a new section of highway, eliminates two grade crossings.



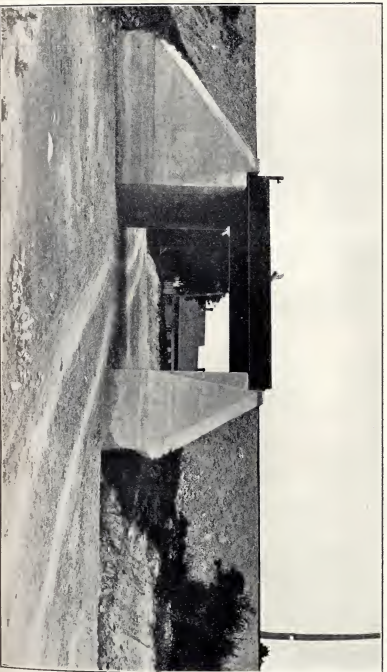
TOWN OF SUTTON, CALEDONIA COUNTY—BOSTON & MAINE R. R.

Showing underpass, near "Summit," which, with connecting section of highway, eliminates an extremely dangerous grade crossing.



TOWN OF MAIDSTONE, ESSEX COUNTY—MAINE CENTRAL R. R.

Showing new connecting section of public highway by which two grade crossings are eliminated. One of abandoned crossings shown at left.



TOWN OF NEWPORT, ORLEANS COUNTY—CANADIAN PACIFIC RAILWAY.

Showing underpass in the Village of Newport, by which, with two connecting sections of highway, two grade crossings are eliminated, one of which was in same location as underpass shown above.

CONDITIONS AT WHITE RIVER JUNCTION

The railroad conditions at White River Junction have for years subjected the public to such extreme danger and inconvenience as justly provoked universal complaint. Neither pedestrian nor team can go to or from the passenger station without crossing at grade eight tracks on which, because of the large business done at that important station, trains are moving almost constantly day and night; and these tracks are wholly unguarded, and without protection of any kind. Moreover, they are frequently blocked by standing trains. The passenger station itself is ill adapted to the convenience and needs of the large and constantly increasing travelling public compelled to resort thereto. Our records show that our predecessors have formally investigated these conditions with a view to granting some relief; but, upon their jurisdiction in the matter being challenged by the railroads, they decided, after careful consideration, that they were without authority to order the changes necessary to remedy the evil.

But under the existing law, we consider that we are invested with power adequate to compel the required changes. We have, therefore, formally investigated the situation in several public hearings at White River Junction. The railroads have all freely admitted the dangerous situation above described, and that we ought to order some relief in the premises. But the engineering problem presented is a very perplexing one, owing to the inherent topographical limitations, and the double difficulty of doing justice as between the public and the railroads, on the one hand, and between the conflicting interests of the railroads themselves, on the other.

After careful consideration of the whole situation, including the arguments and suggestion of all parties, and aided by the advice of competent engineers, we have announced that we shall order the Boston & Maine Railroad and the Central Vermont Railway Company, first, to construct, beneath the tracks on the West side of the passenger station, an underpass adequate for teams and pedestrians; and, second, to make certain thorough changes and improvements in the passenger station. The exact details and

specifications of the required underpass and of the necessary changes in the passenger station are now being worked out by experts; and we hope in a short time to issue the formal order in the matter, whose fulfilment, we are confident, will render the conditions in question safe, convenient, and satisfactory to the travelling public.

INSPECTION OF STEAM AND ELECTRIC ROADS.

We have annually inspected the various steam and electric roads of the State, thereby endeavoring to become familiar with their physical condition and so satisfy ourselves as to their safety and proper operation. In these inspections we have employed the services of an expert bridge engineer whom we have required carefully to examine each bridge and culvert and render to us a written and detailed report of its condition and safety. Each railroad has been furnished with a copy of such part of that report as related to its bridges, and required to strengthen any weakness, and repair any defects thereby revealed. The substance of the information obtained by these inspections is given hereinafter under the heading "Physical Condition" of the respective roads.

RAILROAD RATES.

All the railroads have complied with the requirements of P. S. 4533, relative to posting schedules showing their freight and passenger tariffs, and filing same with this Board. The form adopted by the railroads for the schedules filed with this Board has been quite uniform, and well adapted to meet the requirement of the law. Because changes in rates are quite frequent, at least two thousand of these schedules have been filed, entailing a great amount of labor on the part of our Clerk in acknowledging and properly caring for them. We have not had a single complaint that excessive rates were being charged, except an informal complaint from shippers in the West River Valley. That matter was taken up informally with the Central Vermont Railway Company. It insisted that the rates complained of were fair and reasonable,—giving reasons and

figures at length. That correspondence was transmitted to the complainants and no further action has been taken in the matter.

COMPLAINTS AND PETITIONS.

Many complaints and petitions, both formal and informal, have been presented to us during the period covered by this report. In several cases the matters presented by formal complaints, and nearly every informal complaint, were adjusted, or relief obtained, by mere correspondence or conference. Other cases have resulted in a formal hearing and decision. A sufficient account of these will be found in the chapters devoted to "Formal Complaints, Petitions, and Orders", and the one devoted to "Informal Complaints."

REPORTS EXACTED FROM STEAM AND ELECTRIC ROADS.

The form of the reports that we have exacted from the steam railroad companies is that adopted for the same purpose by the Interstate Commerce Commission. And we herewith transmit the substance of those reports in the title "Reports Exacted From Steam Railroads."

For the reports of the electric railway companies, we have used the form prepared by a Committee of the Street Railway Accountants' Association of America, and adopted by that Association at Detroit, October 10, 1902. And the substance of those reports is herein given under the title, "Reports Exacted From Electric Railways."

The Interstate Commerce Commission has recently adopted a uniform system of accounting for electric railways, to be effective October 1, 1908. This system is the result of much study, and conference with expert accountants, and appears to be simple and well adapted to the electric railways of this State. We shall probably soon call a meeting of the electric railway companies that they may show cause, if any they have, why they should not adopt that system.

ACCIDENTS.

A full account of the accidents on the various steam and electric roads and of our work in connection therewith, is given under the title "Accidents."

MAP.

We have taken great pains to have the map that accompanies this report accurate in every particular. We should deem it a favor if any one who discovers any errors therein would at once notify us, so that the error may be corrected in future editions.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

Complaints, Petitions, and Orders.

1. FORMAL COMPLAINTS, PETITIONS, AND ORDERS.

RE APPLICATION OF THE MONTPELIER & WELLS RIVER RAILROAD TO USE THE "JOHNSON HEATER" ON MIXED TRAINS

To the Montpelier and Wells River Railroad:

You have the approval of the Board of Railroad Commissioners of the State of Vermont to heat the passenger and baggage cars, for the term of one year from this date, on the mixed train "Number 2" which leaves Wells River at seven o'clock A. M. and is due at Montpelier at 9:35 o'clock A. M., and on the mixed train "Number 7" which leaves Montpelier at 4:10 o'clock P. M. and is due at Wells River at 5:23 o'clock P. M. with the heater known in the market as the "Johnson Heater;" provided the same is installed and attached to the satisfaction of said Board.

Done at Montpelier, in the county of Washington, and

State of Vermont, this first day of January, 1907.

JOHN W. REDMOND,

ELI H. PORTER,

S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF THE RUTLAND RAILROAD COMPANY, ET AL
*For Modification of Sec. 2, No. 122, Acts of 1906, Relating
to Posting Railroad Tariffs.*

ORDER DISMISSING PETITION.

In re Petition of the Rutland Railroad Company, St. Johnsbury & Lake Champlain Railroad Company, and Central Vermont Railway Company, asking that the requirement of Section 2, No. 122, Acts of 1906, relating to the posting of schedules showing rates of tariff charged, be modified so as to require railroad companies to keep conspicuously posted in their depots and offices in this State only the following notice:

"The freight and passenger tariffs of this Company are open to public inspection and may be seen upon application to the agent."

This petition, by agreement, came on for hearing at Montpelier this eighth day of January, 1907, where appeared the petitioners by their respective attorneys. There also appeared the following railroad corporations, who had leave to be joined as petitioners: The Boston & Maine Railroad, The Vermont Valley Railroad, and the Montpelier & Wells River Railroad.

And now, after fully hearing said petitioners, their witnesses and counsel, and upon consideration thereof, it is ordered and adjudged that said petition is denied and dismissed without prejudice.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners for the State of Vermont.

IN RE PETITION OF BOSTON & MAINE RAILROAD FOR
PERMISSION TO USE BAKER HEATERS.

To the Boston & Maine Railroad:—

You have the approval of the Board of Railroad Commissioners for the State of Vermont to heat the passenger,

mail and baggage cars of mixed trains run by you within said State with the heater known as the "Baker Heater," for the period commencing at the date hereof and terminating the 31st day of December, A. D. 1907.

Done at Montpelier this ninth day of January, A. D. 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners for the State of Vermont.

IN RE APPLICATION OF THE ST. JOHNSBURY & LAKE CHAMPLAIN R. R. CO., FOR PERMISSION TO USE "BAKER HEATERS" ON MIXED TRAINS.
ORDER.

To the St. Johnsbury & Lake Champlain Railroad Company:—

For the period commencing at the date hereof and terminating the 31st day of December, A. D. 1907. approval is hereby given by the Board of Railroad Commissioners for the State of Vermont for the use by you of the Baker Heater, so called, in heating the passenger, mail and baggage cars of mixed trains run by you within said State.

Done at Montpelier this ninth day of January, A. D. 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners for the State of Vermont.

IN RE PETITION OF THE BRISTOL RAILROAD FOR PERMISSION TO USE "BAKER HEATERS."
ORDER.

To the Bristol Railroad Company:—

For the period commencing at the date hereof and terminating the 31st day of December, A. D. 1907, approval is hereby given by the Board of Railroad Commissioners

for the State of Vermont for the use by you of the "Baker Heater," so called, in heating the passenger, mail, and baggage cars of mixed trains run by you within said State.

Done at Montpelier this ninth day of January, A. D. 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

IN RE PETITION OF SULLIVAN COUNTY RAILROAD FOR
PERMISSION TO USE "BAKER HEATERS."
ORDER.

To the Sullivan County Railroad:—

For the period commencing at the date hereof and terminating on the thirty-first day of December, A. D. 1907, approval is hereby given by the Board of Railroad Commissioners of the State of Vermont for the use by you of the latest improved pattern of the "Baker Heater" so called, in heating the passenger, mail and baggage cars of mixed trains run by you within this State.

Done at Montpelier this 15th day of January, A. D. 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

IN RE PETITION OF WOODSTOCK RAILWAY COMPANY FOR
PERMISSION TO USE "BAKER HEATERS."
ORDER.

To the Woodstock Railway Company:—

For the period commencing at the date hereof and terminating on the thirty-first day of December, A. D. 1907, approval is hereby given by the Board of Railroad Commissioners of the State of Vermont for the use by you of the latest improved pattern of the "Baker Heater," so called,

in heating the passenger, mail and baggage cars of mixed trains run by you within this State.

Done at Montpelier this 15th day of January, A. D. 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE WARNING BOARDS ON THE ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

ORDER.

To the Boston & Maine Railroad, and the St. Johnsbury & Lake Champlain Railroad:—

The Board of Railroad Commissioners hereby approves of the use by you, at highway crossings, of "Warning boards", or crossing signs, of the size, kind, and description, shown by the blue print filed with the Clerk of said Board by H. E. Folsom, Superintendent, on January 15th, 1907.

Done at Montpelier this 15th day of January, 1907.

J. W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

IN RE APPLICATION OF THE VERMONT VALLEY RAILROAD
FOR ORDER APPROVING "WARNING BOARDS."

ORDER.

To the Vermont Valley R. R.:—

The Board of Railroad Commissioners hereby approves of the use by you, at highway crossings, of "Warning boards", or crossing signs, of the size, kind, and descrip-

tion, shown by the blue print filed with the clerk of said Board by H. E. Folsom, Superintendent, on January 15, 1907.

Done at Montpelier this 15th day of January, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE ORDER FOR USE OF "BAKER" OR "JOHNSON" HEATERS
ON PASSENGER CARS OF MANCHESTER, DORSET
AND GRANVILLE R. R. Co.

ORDER.

To the Manchester, Dorset and Granville Railroad Co:—

For the period commencing at the date hereof and terminating on the thirty-first day of December, A. D., 1907, approval is hereby given by the Board of Railroad Commissioners of the State of Vermont for the use by you of the *latest pattern* of the "*Baker Heater*" or of the so called, "*Johnson Heater*", in heating the *passenger*, mail, and baggage cars of mixed trains run by you within said State.

Done at Brattleboro this 17th day of January, A. D., 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE APPLICATION OF RUTLAND RAILROAD COMPANY FOR PERMISSION TO USE BAKER HEATERS ON MIXED TRAINS.

ORDER.

To the Rutland Railroad Co:—

For the period commencing at the date hereof and terminating on the thirty-first day of December, A. D.,

1907, approval is hereby given by the Board of Railroad Commissioners of the State of Vermont for the use by you of the latest improved pattern of the "BAKER HEATER" so called, in heating the passenger, mail and baggage cars of mixed trains run by you within this State.

Done at Montpelier this sixth day of February, A. D., 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF CENTRAL VERMONT RAILWAY CO. FOR PERMISSION TO USE "BAKER HEATERS" IN MIXED TRAINS.

ORDER.

To the Central Vermont Railway Co:—

For the period commencing at the date hereof and terminating on the thirty-first day of December, A. D., 1907, approval is hereby given by the Board of Railroad Commissioners of the State of Vermont for the use by you of the latest improved pattern of the "BAKER HEATER" so called, in heating the passenger, mail and baggage cars of mixed trains run by you within this State.

Done at Montpelier this sixth day of February, A. D., 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF THE BRISTOL RAILROAD COMPANY PRAYING TO BE EXEMPTED FROM ABOLISHING ANY GRADE CROSSING IN 1907.

REPORT AND ORDER.

In Re Petition of the BRISTOL RAILROAD COMPANY, praying to be exempted from the provisions of Sec. 5, No. 125, Acts of 1906, relating to grade crossings.

Hearing at Burlington, February 15, 1907.

Present: Commissioners Redmond, Porter and Jackson and the Clerk.

Appearances: Sherman R. Moulton, Attorney for petitioner. L. C. Russell, State's Attorney for Addison County, for the State of Vermont.

REPORT AND ORDER.

Pursuant to due notice thereof, this case came on for hearing, at Burlington, February 15, 1907, upon the petition and the State's answer thereto.

And now, after hearing the testimony produced by the petitioner and the State, and the suggestions and concessions of counsel, and upon consideration thereof, it is **HEREBY ORDERED** that the petitioner, the Bristol Railroad Company, be exempted, and it is hereby exempted, for the year 1907, from the requirement of Section 5, No. 125, Acts of 1906, that the petitioner shall annually abolish one grade crossing on its railroad.

Done at Burlington this 15th day of February, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE SPECIAL OR REDUCED RATES FOR EXCURSIONS, ETC.

GENERAL ORDER No. 1.

By virtue of the authority granted in Section 2, No. 122 of the Acts of 1906, it is **HEREBY ORDERED** that any corporation operating a steam or electric railroad in this State may, until otherwise ordered by this Commission, whenever such corporation sees fit to do so, conduct "excursions", or for a limited period and between designated points, transport passengers at rates lower than those requirements of Section 2 of said Act, without in any way invalidating said schedules; and at the expiration of every

such period, such reduced rates may be discontinued and the regular rates named in said schedules resumed, without giving any notice or doing any of the filing or posting required by Section 2 of said Act. Provided, that the benefit of any such lower rates shall not be limited to any particular persons, or class of persons.

Done at Montpelier, this first day of March, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE SPECIAL RATES FOR ANIMALS, ETC. TO BE EXHIBITED AT
AGRICULTURAL FAIRS.

GENERAL ORDER No. 2.

By virtue of the authority granted in Section 2, No. 122 of the Acts of 1906, it is HEREBY ORDERED that any corporation operating a railroad in this State may, until otherwise ordered by this Commission, transport to or from any public agricultural exhibition or fair in this State the animals or other property to be there publicly exhibited, at rates lower than those named in the regular schedules of rates filed and posted under the requirements of Section 2 of said Act, without in any way invalidating said schedules; and at the expiration of any such exhibition or fair, such reduced rates may be discontinued and the regular rates named in said schedules resumed, without giving any notice or doing any of the filing or posting required by Section 2 of said Act. Provided, that such reduced rates shall be available to all who desire to exhibit animals or other property at such exhibitions or fairs.

Done at Montpelier, this 11th day of March, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF 28 RESIDENTS OF MILTON V. CENTRAL VERMONT RAILWAY COMPANY.

PETITION OF A. B. ASHLEY AND
27 OTHERS, RESIDENTS OF
MILTON, VERMONT,
v.
CENTRAL VERMONT RY. CO.

Hearing at Skeels'
Hotel, in Milton on
April 9, 1907.

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: M. H. Alexander and L. D. Latham, for petitioners. C. W. Witters, for Central Vermont Railway Company.

REPORT.

This is a petition praying that the Central Vermont Railway Company be ordered to make Milton a flag station for the through southbound passenger train No. 2, known as the "New England States Limited", which leaves Montreal at 9 a. m. and passes Milton at 11:18 a. m.

The Central Vermont Railway Company filed its answer to the petition and also, by motion and plea, challenged the jurisdiction of the Board of Railroad Commissioners. But, in view of our disposition of the case, a special discussion of the question of jurisdiction becomes immaterial.

After due notice, a full hearing was had upon this petition at Milton on April 9, 1907.

From the evidence and concessions we find the following facts:

Said "New England States' Limited" is a through passenger train from Montreal to Boston and New York, *via* White River Junction and Springfield. It is a train especially devoted to carrying interstate and international passengers from Montreal to Boston and New York and intermediate points. The schedule time of this train from St. Johns to White River Junction, a distance of 163 miles and the Central Vermont portion of its trip, is 4 hours and

35 minutes. The train now makes ten stops between St. Johns and White River Junction, including one stop of seven minutes at St. Albans, and has heavy transfers at Essex Junction and Montpelier Junction. The time necessarily consumed in making these stops is between 35 and 45 minutes. Assuming that the stops can be made in 35 minutes, the running time of this train from St. Johns to White River Junction must be 41 miles per hour in order to make the schedule time. In order to accommodate the passengers bound for Boston, connection must be made with the Boston & Maine Railroad at White River Junction and also at Bellows Falls upon the Fitchburg Division of that road; and in order to accommodate passengers for New York, connection must be made with the Rutland Railroad at Burlington and with the New York, New Haven & Hartford Railroad at Springfield by the way of the Boston & Maine and Central Vermont train which is made up at White River Junction for Springfield.

Said through passenger train is hereinafter called "No. 2."

That part of "No. 2" which is destined for Springfield is made up at Montreal with a day coach and a Pullman car which, on arriving at White River Junction, are taken by the Boston & Maine train that goes over the Connecticut and Passumpsic division of that road, and is attached at White River Junction to a train bound for Springfield. If said Boston & Maine train over the Connecticut and Passumpsic division of that road is delayed by the late arrival of "No. 2", the passengers over the Connecticut and Passumpsic division and the passengers over the Central Vermont lose their connection at Springfield for New York. This train is the only day train over the Boston & Maine Railroad for New York by way of Springfield, is a very heavy train, and in the Summer season consists of a number of drawing room cars in addition to its day coaches. The Boston & Maine Railroad objects to any delay at White River Junction which endangers their passengers reaching New York by the afternoon express by way of Springfield, which reaches New York at 9:30 p. m. The connection at Springfield is close, and the New York, New Haven & Hartford Railroad refuses to make any delay for the Boston &

Maine and Central Vermont passengers. If they fail to make connection, there is only a local train which takes them to New York at 11 p. m.

"No. 2" makes close connection with the Rutland Railroad at Burlington, arriving there at 11:52, the Rutland train leaving at 11:55, and the Rutland refuses to delay its train, which is a New York train, for more than five minutes; and delay on the part of "No. 2" endangers the connection at Burlington for all passengers west of Montreal bound for New York by way of the Rutland Railroad and the New York Central.

"No. 2", under a contract with the United States government, carries sealed mail pouches from Montreal to St. Albans; and at St. Albans a United States mail car is attached, and the train is run as a regular mail train from St. Albans to Springfield.

During the Summer of 1900, and continuously from the Summer of 1901 until December 23, 1906, Milton was a flag station for "No. 2." While Milton was thus a flag station, the Central Vermont Railway Company had great difficulty and often failed in making the connections above indicated, and to obviate the difficulty, on December 23, 1906, they discontinued stopping "No. 2" at Stanbridge and St. Armand in Canada and at Milton and Richmond in Vermont. The time thus gained has since enabled the Central Vermont to better ensure making the above connections.

Through "No. 2", the Central Vermont Railway Company is in sharp competition with the Canadian Pacific Railway Company and the Boston & Maine Railroad, with the Rutland Railroad Company, and the Delaware & Hudson Company which leaves Montreal over the Grand Trunk, for the through passenger traffic from Montreal to New York and Boston.

At present, Milton has train accommodations as follows:

Passenger train No. 8, southbound, for Burlington, Montpelier, Boston, New York, and all local stations, leaves Milton at 7:32 a. m., arriving in Boston at 4:30 p. m. by way of White River Junction and Concord; train No. 10, southbound, local for all stations to White River Junction where it arrives at 8:30 p. m., leaves Milton at 4:30 p. m.;

train No. 6, southbound for the same points, leaves Milton at 11:22 p. m.; Sundays only, train No. 14, southbound, leaves Milton at 6:50 p. m. for all local stations and has a through connection for New York. Train No. 1, northbound, from New York and Boston, leaves Milton at 4:42 a. m.; train No. 9, northbound, local for all stations from White River Junction, leaves Milton at 10:59 a. m.; train No. 5, northbound, from Boston and New York, leaves Milton at 5:21 p. m.; train No. 13 Sundays only, from White River Junction and all stations to St. Albans leaves Milton at 11:04 a. m.

Milton has a population of about 1800, and petitioners claim that about 1700 other people in the vicinity would be directly benefited by the stopping of "No. 2" at that station.

We think that the Central Vermont Railway Company has fully performed its duty toward the town of Milton and vicinity, in the way of furnishing it proper and adequate accommodation, without stopping this interstate and international train as the petitioners desire.

The limited train has come to keep pace with the competitive demand for speed. Trains could not be such in name or fact if compelled to stop at the smaller stations. Slight local inconvenience must, in many instances, yield to the superior rights of through traffic. This matter cannot be viewed alone in the light of ordering this train to stop at Milton, which might not require more than three minutes. As was said by the Supreme Court of the United States in *Mississippi Railroad Commission vs Illinois C. R. Co.*, decided December 3, 1906: "It is the question whether these trains can be stopped at all at any particular station when proper and adequate facilities are otherwise afforded at such station. If the commission can order such a train to be stopped at a particular locality under such circumstances, then it could do so as to other localities, and in that way the usefulness of a through train would be ruined and the train turned from a through one to a local one. * * * * *

The legislature of a state could not itself make such an order, and it cannot delegate the power to a commission to do so, in its discretion, when adequate facilities are otherwise furnished. The transportation of passengers on interstate trains as rapidly as can with safety be done is the in-

exorable demand of the public who use such trains. Competition between great trunk lines is fierce and at times bitter. Each line must do its best even to obtain its fair share of the transportation between states, both of passengers and freight. A wholly unnecessary, even though a small, obstacle, ought not in fairness, to be placed in the way of an interstate road, which may thus be unable to meet the competition of its rivals."

The petitioners claimed, and the evidence tended to show, that in spite of the time saved by not stopping at Milton and other like stations, "No. 2" continued to miss connections at White River Junction and other points. To the Board this evidence would seem to indicate, not an argument for reinstating Milton as a flag station, but rather a reason for discontinuing stopping at this and other like stations,—as the Company has already done.

In view of all the facts and circumstances disclosed by the evidence, and for the reasons above given, we are compelled to deny the prayer of the petitioners, and the petition is hereby dismissed.

Done at Burlington, this tenth day of April, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE SELECTMEN OF NEWPORT v. CANADIAN PACIFIC RY. CO.,
NEWPORT AND RICHFORD R. R. CO. AND MONTREAL AND
ATLANTIC RY. CO.

ORDER.

In re Petition of
SELECTMEN OF NEWPORT

v.

CANADIAN PACIFIC RAIL-
WAY CO., MONTREAL & AT-
LANTIC RAILWAY CO., and
NEWPORT & RICHFORD
RAILROAD CO.

Hearing at NEWPORT
on February 21,
1907 and April 3
and 4, 1907.

Present: Commissioners Redmond, Porter, and Jack-
son, and the Clerk.

Appearances: F. C. Williams, for the Selectmen of
Newport. E. A. Cook, State's Attorney for the State of
Vermont. F. E. Alfred, for the Canadian Pacific Railway
Company, and the Montreal and Atlantic Railway Co.
Young & Young, for the Newport and Richford Railroad
Company. The land-owners named in petition appeared
as follows, either in person or by a representative: Mrs.
George Ramsdell, Thomas Sweet, Asa Lamb, Jasper Phil-
lips, Mrs. David Perkins, Merrill Wentworth.

A notice of the time and place of hearing on said
petition was sent by registered mail to each of the land-
owners named in said petition.

This is a petition by the Selectmen of Newport, ori-
ginally brought against the Canadian Pacific Railway Com-
pany, but by amendment and subsequent proceedings, the
Newport and Richford Railroad Company and the Montreal
and Atlantic Railway Company were also made parties
defendant. The petition prays that the railroad crossing at
grade, which is near the mill pond in the village of Newport
Center, in said town of Newport, be abolished by the con-
struction of an underpass.

Said railroad companies appeared and answered, and
also duly served and filed a petition in the nature of cross

petition which prays that should this Board order that the highway crossing at grade described in said Selectmen's petition be abolished by the construction of an underpass, that it be ordered that, upon the completion of such underpass, the highway crossing at grade next easterly of the crossing so abolished, and about fifteen rods therefrom, be also abolished. By agreement of all parties in interest, the original petition and said cross petition were treated as heard together.

At the request of all parties, the Chairman of this Board joined in the hearing and decision of both petitions, though he is a resident and taxpayer in said town of Newport.

After due notice, hearings were held at Newport on February 21, April 3 and 4, 1907.

From the evidence, we find that the crossings in question constitute a portion of the right of way of the Newport and Richford Railroad Company, a corporation organized and existing under the laws of the State of Vermont, and having a railroad and right of way in Vermont, extending through the towns of Newport, Troy, and Richford, and forming a portion of the through line of railroad from said Newport to Montreal, in the Province of Quebec; that the Montreal and Atlantic Railway Company is a corporation organized under the laws of the Dominion of Canada, and having a line of railroad and right of way in Canada, which connects at said Richford with the northern terminus of said Newport and Richford Railroad; that said Newport and Richford Railroad for many years past has been and now is under a written lease for ninety-nine years, originally given to the South Eastern Railway Company, and to which said lease, and all rights thereunder, said Montreal and Atlantic Railway Company has succeeded by act of Parliament of said Dominion of Canada; that by virtue of a contract between said Montreal and Atlantic Railway Company, for itself and as lessee of said Newport and Richford Railroad, and said Canadian Pacific Railway Company, said Newport and Richford Railroad is now being operated by said Canadian Pacific Railway Company for and on account of said Montreal and Atlantic Railway Company; with the understanding that the Canadian Paci-

fic Railway Company may make such improvements as it chooses on said Newport and Richford Railroad, and charge the expense thereof to the Montreal and Atlantic Railway Company. The Canadian Pacific Railway Company is a corporation organized and existing under the laws of the Dominion of Canada.

We find that the public highways on which said two railroad crossings at grade are situated, existed long before the construction of said railroad, and that said crossings were created by the construction of said railroad.

We find that said two railroad crossings at grade situated in the Village of Newport Center, namely, the crossing nearest the mill pond and on what is called the "County Road", in said Village, and the crossing next east thereof and about fifteen rods therefrom, on Church Street, are each exceedingly dangerous to the travelling public; that of necessity there is a large amount of travel over each of said crossings, both by teams and pedestrians; that all the New England bound freight and passenger traffic of the Canadian Pacific Railway Company passes over each of these crossings; that the public safety demands that both of said crossings be abolished, by the construction of an underpass; and that such underpass should be constructed in the manner and at the point indicated in the following order.

ORDER.

After consideration of all evidence in this case and the arguments and suggestions of counsel, it is hereby *ORDERED* that the railroad-highway crossing at grade nearest the mill pond, in the village of Newport Center, in the town of Newport, in the county of Orleans, and which now forms a part of what is called the "County Road," be abolished; and the Canadian Pacific Railway Company is hereby ordered to construct, in lieu thereof, an underpass beneath said grade crossing and within the limits of the present highway, in accordance with the following specifications: The railway embankment and the highway approaches to said grade crossing shall be removed so as to allow the highway to pass beneath the present railroad track. Said track shall be supported upon a *Canadian*

Pacific Standard Half Deck Plate Girder Bridge, resting on *Canadian Pacific Standard Concrete Abutments*, with skew wing walls. The foundation of said abutments shall be carried down a depth beneath the surface of the finished roadway sufficient to be safe from frost. The minimum clearance between the under surface of said girders and the crown of the finished roadway shall be thirteen feet. The clear width of the underpass, from face to face of the abutments, shall be nineteen feet and eight inches. The Canadian Pacific Railway Company, and its successors or assigns in the operation of said Newport and Richford Railroad, shall forever maintain said underpass, and keep said highway within the limits of the right of way of the said Newport and Richford Railroad Company in good and sufficient repair and condition for public travel.

The Canadian Pacific Railway Company, in removing the earth which now forms the railway embankment and the approaches to said grade crossing, shall deposit so much of such earth as the Selectmen of said town of Newport may desire, at such points on said "County Road," west of said grade crossing and within seven hundred feet from the center of said railroad right of way, as said Selectmen shall designate.

Said underpass shall be completed and open for public travel on or before November 1, 1907.

All work herein ordered shall be done in a good workmanlike manner, and to the satisfaction of this Board.

The location and construction of the underpass herein contemplated are accurately delineated on a blue print plan filed with this Board by said Canadian Pacific Railway Company, marked "No. 1, R. W. S.," which plan is hereby referred to.

All the expense properly incurred by the Canadian Pacific Railway Company in fulfilling this order, including all expense properly incurred in constructing said underpass, and in the payment of land damages, shall be paid by said Canadian Pacific Railway Company, the State of Vermont, and said town of Newport, in the following proportions:

THE CANADIAN PACIFIC RAILWAY CO..65 per cent.
 THE STATE OF VERMONT.....25 per cent.
 THE SAID TOWN OF NEWPORT.....10 per cent.

It is further *ORDERED* that said Canadian Pacific Railway Company, within two weeks after the completion of the work herein ordered to be performed by it, shall file with this Board an itemized statement of the expense incurred by it, including any payment of land damages.

Done at Newport this 25th day of April, 1907.

JOHN W. REDMOND
 ELI H. PORTER
 S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE CANADIAN PACIFIC RY. CO. ET AL. V. SELECTMEN
 OF NEWPORT AND TOWN OF NEWPORT.

In re Petition of
 NEWPORT AND RICHFORD RAIL-
 ROAD CO, MONTREAL AND AT-
 LANTIC RAILWAY CO. and CANA-
 DIAN PACIFIC RAILWAY COM-
 PANY.

v.

SELECTMEN OF NEWPORT
 and
 TOWN OF NEWPORT

Hearing at
 NEWPORT
 on April 3 & 4
 1907.

Present: Commissioners Redmond, Porter and Jackson and the Clerk.

Appearances: Young & Young, for the Newport and Richford Railroad Company. F. E. Alfred, for the Canadian Pacific Railway Company and the Montreal and Atlantic Ry. Co. F. C. Willams, for the Selectmen of Newport and the Town of Newport. E. A. Cook, State's Attorney, for the State.

The land-owners named in petition appeared either in person, or by representative, as follows:

Grout & Grout, for all the land-owners named in petition.

A notice of the time and place of hearing on said petition was sent by registered mail to each of the land-owners named in the petition.

The finding of facts made by this board in the case of the Selectmen of Newport against the Canadian Pacific Railway Company, and others, which was heard with this petition by agreement of all parties in interest, is hereby referred to and made a part hereof.

ORDER.

IT IS HEREBY ORDERED that said Town of Newport lay out and construct two good public cross highways, each extending from said "County Road" to the public highway next east thereof, called Church Street. The north line of one of said cross highways shall be the south line of the right of way of said Newport and Richford Railroad Company; and the south line of said cross highway shall be a straight line joining a point on the west line of said Church Street and four rods south of the south line of said right of way, with a point on the east line of said "County Road" and three rods south of the south line of said right of way.

The north line of the other of said cross highways shall be the north line of the land owned by Mr. Wentworth; and the south line shall be a line parallel to said north line and at all points three rods therefrom.

Said two cross highways shall be completed on or before November 1, 1907.

All the work herein ordered shall be done in a good workmanlike manner, and to the satisfaction of this Board.

The location of said two cross highways are accurately delineated on a blue-print plan filed with this Board by said Canadian Pacific Railway Company, marked "No. 1, R. W. S.," which plan is hereby referred to.

IT IS HEREBY FURTHER ORDERED that, upon the completion of said two cross highways, and the under-

pass ordered and described in said case of the Selectmen of Newport against the Canadian Pacific Railway Company, and others, the railroad-highway crossing at grade situated on said Church Street, in the Village of Newport Center, in the town of Newport, in the County of Orleans, and sometimes called the "East Crossing," be forever thereafter discontinued and abandoned as a highway crossing; and the Canadian Pacific Railway Company, its successors and assigns in the operation of the Newport and Richford Railroad, are hereby ordered to keep that portion of the railroad right of way now constituting said railroad highway crossing at grade, forever thereafter fenced against the use thereof as a highway crossing.

All the expense properly incurred by said town of Newport in fulfilling this order, including all expense properly incurred in laying out and constructing said two cross-highways, and in the payment of land damages, shall be paid by said Canadian Pacific Railway Company, the State of Vermont, and said town of Newport, in the following proportions:

THE CANADIAN PACIFIC RAILWAY CO.	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE SAID TOWN OF NEWPORT.....	10 per cent.

It is further *ORDERED* that said town of Newport, within two weeks after the completion of the work herein ordered to be performed by it, shall file with this Board an itemized statement of the expense incurred by it, including any payment of land damages.

Done at Newport, this 25th day of April, 1907.

JOHN W. REDMOND
ELI H. PORTER
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF RUTLAND RAILROAD COMPANY v. TOWN
OF SHAFTSBURY.

REPORT AND ORDER.

In re Petition of RUTLAND RAILROAD COMPANY v. TOWN OF SHAFTSBURY.	}	Hearing at Hotel White, NORTH BENNINGTON, on April 3, 1907.
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Present: Commissioners Redmond, Porter, and Jackson, and the Clerk.

Appearances: H. H. Powers, for the Rutland Railroad Co. W. J. Meagher, State's Attorney for the County of Bennington, for the State. Eugene Lyons, Geo. M. Montgomery & Fred Harrington, Selectmen of Shaftsbury.

All land-owners named in the petition were notified by registered mail of the time and place of hearing on the petition, which notices were mailed April 9, 1907. The following named land-owners appeared at the hearing either in person or by representatives:

D. McCarthy, T. McGuinness, John Fitzsimmins, N. J. McGuire, Exc. of Anna McGuire's estate, Edward Smith, Frederick S. Smith, Horace Harris, J. Oscar Bangs, H. S. Dunham, Timothy McCarthy.

Miss Clara E. Emmerston, a land owner not named in petition, but who claimed to be interested in the subject matter thereof, was represented by W. G. Shaw.

This is a petition by the Rutland Railroad Company praying that the two railroad-highway crossings at grade on the petitioner's road, in the town of Shaftsbury, near the village of North Bennington, and known respectively, as the "Surdam Crossing" and the "Lamb Crossing," be eliminated by the construction of connecting sections of public highways on both the east and west sides of the petitioner's road in the vicinity of said crossings.

After due notice, a full hearing on said petition was had at North Bennington on April 23, 1907.

From the evidence, we find that the situation of said crossings, and the amount and nature of travel over them, is such that they are together among the most dangerous grade crossings on the petitioner's road; that they can both be eliminated at a moderate expense by the construction of the two connecting sections of the public highway specified in the following order, and that public safety requires that they be so eliminated.

ORDER.

The Rutland Railroad Company, a corporation organized under the laws of the State of Vermont, is *HEREBY ORDERED* to lay out and construct in the town of Shaftsbury, in the County of Bennington, the two sections of connecting public highway which are described as follows:—

First: A public highway three rods wide, the south line of which shall be the north line of the right of way of the Rutland Railroad Company, and which shall connect with the present public highway on the land of H. Harris, just west of the railroad-highway crossing at grade there located, and thence shall extend west across the land of J. Oscar Bangs, H. S. Dunham, and Timothy McCarthy, till it connects with the present public highway on the west side of the railroad-highway crossing at grade known as the "Lamb Crossing."

Second: A public highway three rods wide, the north line of which shall be the south line of the right of way of said Rutland Railroad Company, and which shall connect with the present public highway on the east side of said "Lamb Crossing", and thence shall extend west across the land of the estate of Anna McGuire, John Fitzsimmins and Daniel McCarthy, till it connects with the present public highway known as Houghton Street.

The location of said two highways is accurately shown on a blue-print plan filed with this Board by said Rutland Railroad Company, marked "No. 2, R. W. S.", and which is made a part hereof.

Said highways shall be constructed in a substantial manner, and to the approval of this Board, and shall be

completed and open for public travel on or before November 1, 1907.

It is further ORDERED that when said two highways are completed and open for public travel, said two railroad-highway crossings at grade, respectively known as the "Surdam Crossing" and the "Lamb Crossing", be forever thereafter discontinued; and said Rutland Railroad Company is hereby ORDERED to keep the same forever thereafter fenced against public travel.

All the expense properly incurred in the laying out and construction of said two highways, including any payments for land damages, shall be paid by said Rutland Railroad Company, the State of Vermont, and said town of Shaftsbury in the following proportions:

THE RUTLAND RAILROAD COMPANY...	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE TOWN OF SHAFTSBURY.....	10 per cent.

Within two weeks after it shall have completed said two highways, said Rutland Railroad Company is hereby ORDERED to file with this Board an itemized statement of all expense thereby incurred, including all sums paid as land damages.

Done at Montpelier, this seventh day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF CENTRAL VERMONT RY. CO. FOR LEAVE TO
CONSTRUCT SPUR TRACK TO LAND OF H. J. BERTOLI
ACROSS HIGHWAY AND ELECTRIC RAILROAD,
MONTPELIER.

REPORT AND ORDER.

In Re Petition of the CENTRAL VERMONT RAILWAY COMPANY for leave to construct a spur track over a public highway and across the track of the Montpelier & Barre Power & Traction Co., in the City of Montpelier.

After due notice, a hearing was held at Montpelier on the 15th day of March, 1907, at which Commissioners PORTER and JACKSON were present. This hearing was continued to May 17th, 1907, at which time all the members of the Board were present.

Appearances: C. W. Witters, for the Central Vermont Railway Company, petitioners. Frederick P. Carleton, City Attorney, for the City of Montpelier. F. H. Andrus, Superintendent, for the Barre & Montpelier Power & Traction Company.

In behalf of one H. J. Bertoli, the petitioner asks that it be allowed to construct and maintain a sidetrack from the main line of the Barre and Montpelier branch of the petitioner's railway upon and over the public highway and extending to the unimproved land of the said Bertoli. Such a sidetrack would cross not only the said highway but also the track of the Barre & Montpelier Power and Traction Company, an electric railroad which is located thereon. The main line of the said branch of the petitioner's railway is already crossed by said electric road at a point but a few feet from where the proposed sidetrack would cross the said electric road and highway. Though Bertoli's land is at present unimproved, the owner desires thereon to erect a plant for the manufacture of granite and wants the sidetrack for use in connection therewith.

The State has adopted the long needed policy of abolishing grade crossings, and the responsibility of carrying out this policy rests largely with the Board of Railroad Commissioners. The place in question is more than ordinarily dangerous. To order a new grade crossing would not only be contrary to the policy of the State, but would also create a new element of danger. The present dangerous conditions at this point should be and will soon have to be eliminated. The construction of the proposed sidetrack would increase those dangerous conditions, and serve only to emphasize the necessity of immediately eliminating it, in accordance with the statute applicable to such crossings.

Just beyond Bertoli's land is another granite plant having a sidetrack. It seems to the Board that some arrangement, though possibly more expensive and less convenient, might be made for entering Bertoli's land from

that direction. We are unwilling to authorize new grade crossings unless in exceptional cases; and, although the city of Montpelier and said Barre & Montpelier Power and Traction Company state that they have no objection to the construction of the proposed sidetrack, we are constrained to deny the petition, and the same is hereby dismissed.

Done at Montpelier, this 17th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF FREEHOLDERS OF WEST PAWLET VS. D. & H.
Co.

ORDER.

*In Re Petition of Freeholders of West Pawlet and
Vicinity against the Delaware and Hudson Company.*

This is a petition by more than ten Freeholders of West Pawlet and vicinity, representing that there is great public need of suitable freight and passenger stations at West Pawlet on the railroad of the Delaware & Hudson Company, and praying that said Company be ordered to construct suitable passenger and freight stations there.

Because of the friendly feeling of the Delaware & Hudson Company in the matter, a public hearing was not had on this petition. This Board took the matter up with said Company, and on May 17, 1907, this Board, with C. S. Sims, Second Vice-President and General Manager of said Company, James McMartin, its chief engineer, and O. G. Benjamin, its Division Superintendent, visited West Pawlet and investigated the conditions and needs there. Said Company acknowledged that the conditions and needs are such that it should erect new passenger and freight stations at West Pawlet, and it has since filed with this Board plans for the same. From our said investigation we find that the public necessity demands that suitable passenger and

freight stations be constructed at West Pawlet in accordance with the following order :

ORDER.

The Delaware and Hudson Company is hereby *Ordered* to construct a new and suitable passenger station, and a new and suitable freight station at West Pawlet, Vermont, each in accordance with the plans and specifications therefor, filed with this Board by said Company, which are hereby referred to and made a part hereof.

The passenger station shall be located on the land on the side of the public highway directly opposite the present passenger station; and the freight station shall be located on the site of the former freight station. Both of said buildings shall be completed on or before December 31, 1907.

Done at Newport this, 22nd day of June, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF HOOSAC TUNNEL & WILMINGTON RAILROAD
FOR PERMISSION TO RUN A SUNDAY PASSENGER
TRAIN, FROM JUNE 24, 1907, TO OCTOBER 16,
1907.

ORDER.

UPON THE PETITION OF the Hoosac Tunnel & Wilmington Railroad Company, filed with this Board June 12, 1907, permission is hereby granted said corporation to run a Sunday passenger train over its railroad in Vermont from Wilmington to the Massachusetts state line, during the period beginning June 24, 1907, and ending October 16, 1907. Said train not to be run as an excursion train; to

be run to Hoosac Tunnel, Massachusetts, under the authority of the Railroad Commissioners of Massachusetts, in connection with the Summer service of the Boston & Maine Railroad.

Done at Montpelier, this 19th day of June, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF SELECTMEN OF RUPERT VS. DELAWARE &
HUDSON CO. ELIMINATION OF GRADE CROSSINGS.

In re Petition of SELECTMEN OF RUPERT vs. DELAWARE & HUDSON CO.	}	Hearing at RUPERT, April 25, 1907.
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Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: G. Morey and B. H. Bibens, Selectmen of Rupert. Thomas Maloney, Attorney for the Delaware and Hudson Company. William J. Meagher, State's Attorney for Bennington County, for the State of Vermont. Isaac Sheldon, the only landowner interested by the change in highway as set forth in the following order.

This is a petition brought by the Selectmen of the Town of Rupert against the Delaware and Hudson Company, alleging that public safety requires that the two most northerly railroad-highway crossings at grade in the town of Rupert, on the right of way of the railroad operated by said Company, be eliminated by the construction of one overpass; and praying that said crossings be so eliminated.

After due notice to all parties interested, a hearing on said petition was had at Rupert on April 25, 1907.

From the evidence and the concessions of all the parties, we find that said two crossings constitute a portion of the right of way of the railroad operated by said Delaware and Hudson Company as lessee; that the public high-

ways on which said two grade crossings are situated, existed long before the construction of said railroad and that said crossings were created by the construction of said railroad.

We find that public safety requires that both of said crossings be abolished by the construction of one overpass, and of connecting sections of a public highway, in the manner and at the point indicated in the following order.

ORDER.

IT IS HEREBY ORDERED that the two most northerly railroad-highway crossings at grade in the town of Rupert, in the County of Bennington, namely, the grade crossing on the public highway known as the "Hollow Road", and the grade crossing next southerly therefrom, be abolished; and said Delaware and Hudson Company is hereby ordered to construct, in lieu of said crossings, one overpass or public highway bridge, over the right of way of the railroad operated by said Company at a point about one hundred feet southerly of said "Hollow Road" grade crossing, and in accordance with the following specifications:

DESCRIPTION OF BRIDGE CARRYING HIGHWAY OVER TRACK.

One (1). Riveted lattice truss span 51'0" back to back of end angles.

Two (2). Trusses 7'0" deep, spaced 19'4" centers, eight (8) panels at 6'3- $\frac{3}{4}$ " plus 6" (for 2 end angles) equals 51'0". Top of floor to masonry 2'0". Bridge to be 22'0" clear over top of rail.

Three (3.) Interior floor beams 18" I-beams No. 55 22'4" long, spaced 12'7- $\frac{1}{2}$ " centers, 8 lines of 4"x12" stringers spaced 2'6" centers. Floor to consist of 1 thickness of 3" pine plank and a wearing surface of 2" oak plank. 2 lines of 4"x6" guard timbers. Depth of floor 1'11"; clear width 18'0". Tight board fence on each truss 6'0" high made of 7-8" matched siding. Estimated weight of bridge, 20,000 lbs. Two concrete abutments 52'0" face to face of back walls 46'0" clear span.

Said Delaware and Hudson Company, and its successors and assigns in the operation of said railroad, shall forever maintain said overpass and the highway within the limits of the right of way of said railroad, in good and sufficient repair and condition for public travel.

Said overpass to be located so as to form a part of the changed highways hereinafter ordered.

Said "Hollow Road" is hereinafter called the "East and West Highway."

Said Delaware and Hudson Company is hereby ordered to lay out and construct the connecting sections of public highways necessary to make the changes in the course of the North and South public highway; and in the course of said East and West public highway, which are indicated below, and which are hereby ordered in connection with said overpass. *ALL NEW CONNECTING SECTIONS TO BE THREE RODS WIDE*, and having a finished roadway twenty feet wide.

DESCRIPTION OF CHANGE HEREBY ORDERED IN THE NORTH AND SOUTH PUBLIC HIGHWAY.

Beginning at a point on the center line of roadway of present North and South Highway, said point being three hundred ten (310) feet southerly measured along center line of said roadway from the line between the lands of I. S. Sheldon and Roberts and Flower; thence $15^{\circ} 27'$ W. on a tangent two hundred fifty (250) feet to a point; thence easterly on a curve to the left with a radius of seventy-five (75) feet one hundred twenty-three (123) feet to a point; thence S. $77^{\circ} 33'$ E. on a tangent fifty-six (56) feet to a point; thence southerly on a curve to the right with a radius of one hundred twenty-five (125) feet two hundred (200) feet to a point; thence S. $16^{\circ} 17'$ W. on a tangent three hundred ninety-four (394) feet to a point; thence southerly on a curve to the right with a radius of seven hundred sixteen (716) feet one hundred fourteen (114) feet to a point; thence on a curve to the left with a radius of seven hundred sixteen (716) feet two hundred (200) feet to a point in the center line of roadway of the present

North and South Highway, a total distance of thirteen hundred thirty-seven (1337) feet from the point of beginning.

Finished roadway to be protected on embankments where necessary by a railing on each side of roadway composed of two lines of iron pipe supported by wooden posts.

DESCRIPTION OF CHANGE HEREBY ORDERED IN EAST AND WEST PUBLIC HIGHWAY.

Beginning at a point on the center line of roadway of new North and South Highway, said point being four hundred twenty-nine (429) feet measured easterly along said center line of roadway from the point of beginning; thence easterly on a curve to the left with a radius of one hundred twenty-five (125) feet seventy-one (71) feet to a point; thence N. $66^{\circ} 7'$ E. on a tangent one hundred thirty-five (135) feet to a point; thence easterly on a curve to the right with a radius of one hundred ninety (190) feet one hundred ten (110) feet to a point on the center line of roadway of present East and West Highway, a total distance of three hundred ninety-six (396) feet from the point of beginning.

The grades approaching said overpass from the east shall be, for the North and South highway 2 per cent., and for the East and West highway, 2.7 per cent.; and the grade approaching said overpass from the West shall be 6 per cent.

All work herein ordered shall be done in a good workmanlike manner, and to the satisfaction of this Board; and shall be completed on or before December 1, 1907.

It is further ORDERED that when said overpass and the above described sections of connecting highways are completed and open for public travel, said two railroad highway crossings at grade be forever thereafter discontinued; and that the following sections of said North and South public highway, and of said East and West public highway, be also forever thereafter discontinued and abandoned.

DESCRIPTION OF SECTION OF NORTH AND SOUTH HIGHWAY TO BE ABANDONED.

Beginning at a point on the center line of present roadway, said point being three hundred ten (310) feet southerly measured along center line of said roadway from the line between the lands of I. S. Sheldon and Roberts and Flower; thence S. $15^{\circ} 27'$ W. on a tangent along center line of roadway two hundred ninety-five (295) feet to a point; thence southerly along center line of roadway on a curve to the left with a radius of four hundred forty-one (441) feet one hundred forty-five (145) feet to a point; thence S. $6^{\circ} 33'$ E. on a tangent along center line of roadway two hundred fifty-eight (258) feet to the westerly rail of the Delaware and Hudson Company's main track; thence S. $6^{\circ} 33'$ E. on a tangent one hundred fifty (150) feet to a point; thence along center line of roadway on a curve to the right with a radius of fourteen hundred thirty-two (1432) feet two hundred fifty (250) feet to a point; thence S. $7^{\circ} 42'$ W. ninety-five (95) feet to a point; a total distance of eleven hundred ninety-three (1193) feet from the point of beginning.

DESCRIPTION OF EAST AND WEST HIGHWAY TO BE ABANDONED.

Beginning at a point on the center line of roadway of North and South Highway, said point being five hundred sixty (560) feet southerly measured along center line of said roadway, from the line between lands of I. S. Sheldon and Roberts and Flower; thence S. $87^{\circ} 33'$ E. along center line of roadway on a tangent two hundred seventy (270) feet to a point; thence S. $79^{\circ} 03'$ E. on a tangent along center line of roadway one hundred fifty (150) feet to a point, a total distance of four hundred twenty (420) feet from the point of beginning.

The location and construction of said overpass and connecting highways, and the sections of highways to be abandoned, are all accurately delineated on a blue print plan filed with this Board by said Delaware and Hudson

Company, and marked "No. 3, R. W. S.", which plan is hereby referred to and made a part hereof.

All the expense properly incurred by said Delaware and Hudson Company in fulfilling this order, including all land damages, shall be paid by said Delaware and Hudson Company, the State of Vermont, and said Town of Rupert in the following proportions:

THE DELAWARE AND HUDSON COM-

PANY	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE SAID TOWN OF RUPERT.....	10 per cent.

It is further ORDERED that said Delaware and Hudson Company, within two weeks after the completion of the work herein ordered to be performed by it, shall file with this Board a sworn itemized statement of the expense incurred by it, including any payment of land damages.

Done at Newport this 28th day of June, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF MAXWELL EVARTS AND TWENTY-THREE
OTHERS, UNDER No. 118, ACTS OF 1906. ORGAN-
IZATION OF FAIR GROUND RY. CO.

ORDER.

In re Petition of Maxwell Evarts and Twenty- three others, under No. 118 Acts 1906.	} Hearing at the Junction House, White River Junc- tion, July 2, 1907.

Present: Commissioners Redmond, Porter and Jack-
son.

Appearances: John L. Bacon, for the Petitioners,
and E. R. Buck, State's Attorney of Windsor County, for
the State.

This is a petition by Maxwell Evarts and twenty-three others, a majority of whom are inhabitants of this State, brought under V. S. 753 as amended by No. 118, Acts 1906, setting forth that the petitioners are subscribers to Articles of Association for the formation, under the laws of this State, of a corporation to be called the "Fair Ground Railway Company", for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property in this State; and further alleging that said proposed railroad is to be located as follows: Situated wholly in the town of Hartford in the county of Windsor, Vermont, and beginning at a proposed intersection with the railroad of the Woodstock Railway Company at a point about sixteen hundred feet west of said village of White River Junction, thence southerly about one hundred and seventy-five rods to the west side of the "Farwell Place", so called. And praying that this Board hold in the county of Windsor the public hearing prescribed by law.

After due notice thereof by publication for three successive weeks in the White River Junction Landmark, a newspaper published at said White River Junction, the last publication being more than twelve days before July 2, 1907, a public hearing was had on said petition at said White River Junction on July 2, 1907.

From the evidence we find and hereby certify,

First. That the above recited allegations of said petition are true.

Second. That said proposed railroad will be promotive of the general good of the State, and that said associates have complied with all the provisions of our statutes regarding the formation of railroad corporations by voluntary association, except that, by mistake, they filed with the Secretary of State said Articles of Association, before bringing this petition, but upon the discovery of that error, forthwith brought this petition.

Done at White River Junction this second day of July, 1907.

JOHN W. REDMOND,

ELI H. PORTER,

S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF SELECTMEN OF HIGHGATE VS. ST. JOHNS-
BURY & LAKE CHAMPLAIN RAILROAD CO. ELIMINA-
TION OF GRADE CROSSINGS.

In re Petition of SELECTMEN OF HIGHGATE vs. ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD CO.	}	Hearing at Highgate Center July 10, 1907.
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Present: Commissioners Redmond, Porter and Jackson and the Clerk.

Appearances: D. W. Steele, Attorney for Selectmen of Highgate. Harry Blodgett, Attorney for St. Johnsbury and Lake Champlain R. R. Co. F. S. Tupper, State's Attorney for Franklin County, for the State of Vermont.

Landowners: D. G. Furman, Attorney for Mrs. George Stimets. D. Langevin.

All landowners and others interested, as named in the petition, were notified, by the Clerk of said Board, of the time and place of hearing on said petition by registered letters mailed at the Post Office at Newport, Vermont, on the 25th day of June, 1907.

This is a petition by the Selectmen of the Town of Highgate against the St Johnsbury and Lake Champlain Railroad Company, alleging that there are in said Town, on the right of way of the defendant, and about one mile west of its station at Highgate Center, three railroad-highway crossings at grade, namely, the crossings known respectively as the "Butler Crossing", the "Prescott Crossing", and the "Langevin Crossing"; and that said crossings are among the most dangerous on defendant's railroad. And praying that the "Butler Crossing" and the "Prescott Crossing" be ordered abolished by the construction of a specified section of public highway, the construction of which will also very much lessen the danger incident to the Langevin Crossing.

After due notice thereof, a hearing was had on this petition at Highgate Center, July 10, 1907.

From the evidence, and our personal inspection of said crossings, we find that said "Butler Crossing" and said "Prescott Crossing" are among the most dangerous grade crossings on defendant's railroad; and that the public safety requires that they be eliminated by the construction of a connecting section of public highway as described in the following order, and that this will also greatly lessen the danger now incident to said "Langevin Crossing", which is located about eight hundred feet west of the "Prescott Crossing."

We find that the highways of which said crossings are a part, existed long before the construction of defendant's said railroad.

ORDER.

For the purpose indicated in the foregoing report, the said Town of Highgate is hereby ORDERED to lay out and construct, in the town of Highgate, Vermont, and on the North side of its main line, the connecting section of public highway described as follows:

Beginning at a point one hundred and one feet westerly from the center of the "Langevin Crossing", following the northerly rail of the railroad track, and forty-six feet northerly from the North rail of the St. Johnsbury and Lake Champlain Railroad and at right angles to the same; thence north fifty-nine degrees and fifteen minutes east on the land of D. Langevin, seven hundred feet; thence north fifty-three degrees and five minutes east, on the land of D. Langevin, five hundred twenty-eight and one-half feet; thence north fifty-three degrees and five minutes east, on the land of Mrs. George Stimets, eight hundred seventy-one and one-half feet; thence north sixty-four degrees and thirty-five minutes east, on Mrs. Stimet's land two hundred and forty-two feet; thence north eighty-seven degrees and fifty minutes east, on land of Mrs. Stimets, one hundred and sixty-five feet; thence north seventy-seven degrees east two hundred and ninety-three feet, on the land of Mrs. Stimets; thence north seventy-two degrees east, on the land of Mrs. Stimets, one hundred and thirty-four feet; thence north seventy-two degrees east on land of A. P.

Burdick four hundred and forty-eight and one-half feet to the center of the present highway, which point is six hundred and forty-eight feet northerly of the present highway from the "Butler Crossing."

The above is a description of the center line of said highway, which shall be three rods wide throughout, shall have a finished roadway twenty feet wide, which shall be surfaced with good gravel to the depth of one foot, "crowned", properly graded to the full width of twenty feet, and properly drained.

Said highway shall be completed and open for public travel on or before November 30, 1907, and shall be constructed to the satisfaction of this Board.

It is further ORDERED that, upon the completion of said new section of highway, the said "Butler Crossing" and the said "Prescott Crossing" be forever discontinued and abandoned as grade crossings; and that the following described sections of the present highways be also forever thereafter discontinued, namely:

Beginning on the southerly side of said new section of highway, at a point six hundred and forty-eight feet east of the "Butler Crossing," thence westerly along the present Highgate and Swanton highway to the highway leading northerly to the house of Mrs. George Stimets; discontinuing about twenty-six hundred and forty feet of the Highgate and Swanton highway. Also beginning on the northerly side of said highway at a point about one hundred feet south of said "Prescott Crossing," thence northerly over said crossing to the southerly side of said new section of highway, discontinuing about five hundred and eighty feet of the so-called "Prescott Highway."

All the expense properly incurred in fulfilling this order, including the payment of land damages, shall be paid by said St. Johnsbury and Lake Champlain Railroad Company, the State of Vermont, and said town of Highgate in the following proportions:

The ST. JOHNSBURY & LAKE CHAMPLAIN R. R. COMPANY	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE TOWN OF HIGHGATE.....	10 per cent.

It is further *ORDERED* that, within ten days after the completion of the work herein ordered, said Town of Highgate shall file with this Board an itemized statement of all the expense incurred, including the payment of land damages.

Done at Highgate, Vermont, this tenth day of July, 1907.

JOHN W. REDMOND

ELI H. PORTER

S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF CENTRAL VERMONT RAILWAY COMPANY VS.
TOWN OF BOLTON. ELIMINATION OF GRADE CROSSINGS.

REPORT AND ORDER.

In re Petition of
CENTRAL VERMONT
RAILWAY CO.
vs.
TOWN OF BOLTON.

Hearing at BOLTON
July 11, 1907.

Present: Commissioners Redmond, Porter and Jackson and the Clerk.

Appearances: C. W. Witters, Attorney for the Central Vermont Railway Company. A. L. Sherman, State's Attorney for Chittenden County, for the State of Vermont. A. G. Stevens and S. W. Tomlinson, Selectmen of the town of Bolton. George Pearson, Landowner.

REPORT.

This is a petition by the Directors of the Central Vermont Railway Company alleging that there are two railroad highway crossings at grade on the Central Vermont Railway Company's railroad in the town of Bolton, and located about one-half mile north of the station at North Duxbury, and about 800 feet apart; that the land on the south side of said two crossings belongs to G. H. Pearson of

said Bolton; that said two grade crossings are among the most dangerous upon the railroad of the Central Vermont Railway Company, and that public safety requires that they be eliminated by the construction of a connecting section of public highway on the easterly side of said railroad track.

On July 11, 1907, after due notice thereof, a hearing was had upon said petition at Bolton. From the evidence in the case, including a personal inspection of the locality by the Board, we find that said two grade crossings are among the most dangerous grade crossings upon the railroad of the Central Vermont Railway Company in Vermont, and that public safety requires that they be eliminated by the construction of a connecting section of public highway in the manner and between the points indicated in the following order:—

ORDER.

For the purpose indicated in the foregoing report, the Central Vermont Railway Company is hereby ordered to lay out and construct the following described connecting section of public highway which shall be three rods wide throughout:

Commencing at a point in the south line of traveled way of the present highway leading from Bolton to Waterbury, near the road leading to Tracy & Howe's saw-mill, said point being opposite to Station 781+62 of the original survey of the Central Vermont Railroad and 82 feet distant therefrom measured at right angles to said Railroad; said point is also 70 feet from the north-west corner and 124.4 feet from the north-east corner of the Railway Arch Bridge. Thence easterly in continuation of the present southerly traveled way line bearing S. 64 deg. 25 min. E. 170.6 feet; Thence in a curve to right with a radius 1241.4 feet 79.42 feet; thence on a curve to the right with a radius 982.64 feet, 137.2 feet thence on a curve to left with a radius 696.5 feet, 137.66 feet; thence on a tangent bearing S. 64 deg. 3 min. E. 131 feet; thence on a curve to the left with a radius of 110.97 feet, 39.77 feet; thence on a tangent bearing S 84 deg. 3 min. E., 270 feet; thence on a curve to the right with a radius 1273.57 feet; 346.5 feet to a point

in the southerly side line of traveled way of the present highway; said point being opposite to the division line between lands of O. C. Atwood and G. H. Pearson, lying on the north side of the present highway.

The above description is of the south line of the graded portion of said highway, which shall be graded throughout to the full extent of 20 feet, as hereinafter directed. The north line of said graded portion shall be a line parallel to and 20 feet northerly of the above described line. Said graded portion shall form a finished roadway 20 feet wide throughout, and shall be graded as follows: Beginning at the grade of the present highway at "Station 0" as indicated on the blue print plan, hereinafter referred to, which is at an elevation of 83 feet, it shall be graded on an ascending grade, not to exceed 8 per cent., to "Station 9+49.68," as indicated on said plan; thence on a descending grade, not to exceed 8 per cent., to "Station 17+05.95", on the present highway, as indicated on said plan. Said finished roadway so graded shall be surfaced with good gravel to a depth of 12 inches, suitably crowned and properly drained.

The abutments of the bridge over the stream flowing by the Tracy & Howe sawmill shall be taken down and rebuilt of dry masonry.

The work herein ordered shall be completed on or before November 15, 1907, and to the satisfaction of this Board.

Upon the completion of the work herein ordered the two railroad highway crossings at grade, described in the foregoing report, shall be forever thereafter discontinued and abandoned, and the Central Vermont Railway Company is hereby ordered to forever thereafter fence and bar the same against public travel. And upon completion of said work, all that portion of the present highway, extending from a line parallel to and 54½ feet from the center line of the Central Vermont Railway at the present northwest grade crossing, to a line perpendicular to the highway, and at a point marked "H" on said blue print plan, said point "H" being 175 feet from and at right angles to "Station 768+38" of the original survey of the Central Vermont Railway Company as indicated on said blue print

plan, shall be discontinued. The location and grading of said connecting section of public highway and the portion of the present highway to be discontinued, as aforesaid, are accurately delineated upon a blue print plan filed with this Board marked "No. 5 R. W. S.," and which is hereby referred to and made a part hereof.

All the expense properly incurred in fulfilling this order, including the payment of any land damages, is hereby ordered to be paid by the Central Vermont Railway Company, the State of Vermont, and the town of Bolton, in the following proportions:

THE CENTRAL VERMONT RAILWAY CO.	65 per cent
THE STATE OF VERMONT.....	25 per cent
THE TOWN OF BOLTON.....	10 per cent

Within ten days after the completion of the work herein ordered, said Railroad Company is hereby *ORDERED* to file with said Board, in triplicate, an itemized statement of the expense incurred in fulfilling this order.

Done at Bolton, Vermont, this eleventh day of July, 1907.

JOHN W. REDMOND

ELI H. PORTER

S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE FREEHOLDERS OF WEST RUTLAND VS. THE DELAWARE & HUDSON CO.

ORDER FOR NEW STATION.

In re Freeholders of

WEST RUTLAND

vs.

THE DELAWARE & HUDSON CO.

} Hearing at the Ber-
wick House, Rut-
land, March 16,
1907.

Present: Commissioners Redmond, Porter, Jackson and the Clerk.

Appearances: Willis P. Ross for the Petitioners, and Thomas J. Moloney for the Delaware & Hudson Company.

This is a petition by thirty-five freeholders of West Rutland against the Delaware and Hudson Company, representing that there is neither a passenger station, nor a freight station at West Rutland; that there is a large passenger and freight traffic from West Rutland over defendant's railroad, and praying that defendant be ordered to construct at West Rutland a suitable passenger station, and a suitable freight station.

After due notice a hearing was had on said petition at Rutland on March 16, 1907.

From the evidence, and the concessions of defendant's attorney, who practically admitted the allegations of the petition, and from an inspection of the conditions at West Rutland later made by this Board in company with said attorney and the officers of defendant, we find that the needs and necessities of the public demand that the Delaware & Hudson Company construct a suitable and convenient passenger station and a suitable and convenient freight station on its land at West Rutland in accordance with the following order.

ORDER.

The Delaware & Hudson Company is hereby *Ordered* to construct on its land at West Rutland in the county of Rutland a suitable passenger station and a suitable freight station, each in accordance with the plans and specifications filed with this Board by said Delaware & Hudson Company, which are hereby referred to and made a part hereof; and that said buildings be completed on or before December 31, 1907.

Done at Newport this 22d day of July, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF CENTRAL VERMONT RAILWAY COMPANY VS.
TOWN OF DUMMERSTON. ELIMINATION OF GRADE
CROSSINGS.

REPORT AND ORDER.

In Re Petition of
CENTRAL VERMONT
RAILWAY COMPANY

vs.

TOWN OF DUMMERSTON.

Hearing at Brattleboro,
July, 31, 1907.

Present: Commissioners Redmond, Porter, Jackson and the Clerk.

Appearances: J. M. Morrison, Engineer and Superintendent of Structures, for Central Vermont Railway Company. A. F. Schwenk, Attorney, for the town of Dummerston. John F. Houghton and W. W. Burnett, Selectmen of Dummerston. H. E. Eddy, representing the Attorney General, for the State of Vermont.

Landowners: Hon. James L. Martin, appeared for Holden and Martin. Albert Fitts.

REPORT.

This is a petition by the directors of the Central Vermont Railway Company, alleging that there are two railroad highway crossings at grade on the railroad of the Central Vermont Railway Company, in the town of Dummerston, in the County of Windham, and State of Vermont; that one of said crossings is located 392 feet northerly from the fifth mile post on said railroad, south of Brattleboro Depot, and 64 feet south of the railroad bridge of said railroad, known as bridge "No. 8"; that the other of said crossings is located 537 feet north of said bridge "No. 8"; that said two crossings are 601 feet apart; that these two grade crossings are exceedingly dangerous and ought to be eliminated by the construction of a connecting section of public highway easterly of said railroad track.

After due notice, on July 31, 1907, at Brattleboro, a hearing was had on said petition. From the evidence, including a personal inspection of the locality by this Board, we find that said two grade crossings are among the most dangerous upon the railroad of the Central Vermont Railway Company in Vermont, and that public safety requires that they be eliminated by the construction of a connecting section of public highway in the manner and between the points indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Central Vermont Railway Company is hereby ORDERED to lay out and construct the following described connecting section of public highway.

Beginning at a point in the center of the traveled way of the highway leading from Brattleboro to Dummerston, at a point opposite the main track of the West River Division of the Central Vermont Railway 304 feet northerly from the fifth mile post from Brattleboro, said point is also 98 feet south-easterly from the center of the present grade crossing just south of Bridge No. 8, West River Division, Central Vermont Railway.

Thence northerly in continuation of present highway, 85 feet; thence on a curve to left, radius 319.6 feet, 280 feet; thence on a curve to right, radius 319.6 feet, 103 feet; thence north-westerly in a line parallel to and $13\frac{1}{2}$ feet distant from the north right-of-way line of the Central Vermont Railway, 342 feet, to a point in the center of the traveled way of the present highway, said point being 90 feet northerly from the present grade crossing, and about 560 feet northerly from Central Vermont Railway Bridge No. 8.

The above description is of the center line of the graded portion of said connecting section of public highway, which shall be laid out three rods wide, and shall have a finished roadway 16 feet wide, exclusive of ditches, properly crowned and drained. Said finished roadway shall be surfaced throughout with the best material obtainable in that locality for such purpose.

There shall be a suitable timber bridge, with abutments of dry masonry for the support of the same, constructed over the small brook flowing by the house owned by Martin and Holden of Brattleboro, Vermont.

Said highway shall be completed on or before November 15, 1907, and shall be constructed to the satisfaction of this Board.

Upon the completion of the work herein ordered, the two railroad-highway crossings at grade, described in the foregoing report, shall be forever thereafter discontinued and abandoned, and the Central Vermont Railway Company is hereby ORDERED to forever thereafter fence and bar the same against public travel; and upon the completion of said work, all that portion of the present highway lying between said two grade crossings, and southwesterly from the north right-of-way line of the Central Vermont Railway Company shall be forever thereafter discontinued.

The location of said connecting section of public highway, and the portion of the present highway to be discontinued as aforesaid, is accurately delineated upon a blue print plan filed with this Board by said Central Vermont Railway Company, marked "No. 6, R. W. S.", and which is hereby referred to and made a part hereof.

All the expense properly incurred in the fulfilling of this order including the payment of any land damages shall be borne by the Central Vermont Railway Company, the State of Vermont, and said town of Dummerstown, in the following proportions:

THE CENTRAL VERMONT RAILWAY	65 per cent
THE STATE OF VERMONT	25 per cent
THE TOWN OF DUMMERSTON	10 per cent

Within ten days of the completion of the work herein ordered, the said Railway Company is hereby ORDERED to file with this Board, in triplicate, an itemized statement of the expense incurred in fulfilling this order.

Done at Brattleboro, Vermont, this thirty-first day of July, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF THE HOOSAC TUNNEL & WILMINGTON RAIL-
ROAD COMPANY PRAYING FOR EXEMPTION FROM
ELIMINATING ANY GRADE CROSSINGS IN 1907.

REPORT AND ORDER.

In re Petition of HOOSAC TUNNEL & WILMING- TON RAILROAD COMPANY praying for exemption from elim- inating any grade crossing in 1907.	}	Hearing at Wil- mington August 7, 1907
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Present: Commissioners Redmond, Porter and Jack-
son.

Appearances: G. F. Roberts, Superintendent of the
Hoosac Tunnel and Wilmington Railroad.

REPORT AND ORDER.

This is a petition by the Hoosac Tunnel and Wilmington Railroad Company alleging that there are only three highway grade crossings upon its railroad in this State; that none of said crossings are dangerous to the public or the operation of said railroad, and that public safety does not require that any of said highway crossings be changed from grade, under the provisions of Act No. 125 of the laws of 1906, and praying said Board to appoint a time and place of hearing on said petition, and that upon such hearing an order be made by this Board exempting said petitioners from the provisions of said Act, as provided in Section 5 thereof.

On August 7, 1907, after due notice, a hearing was had upon this petition at Wilmington, in the County of Windham, and State of Vermont.

From a consideration of the evidence, and in view of the expense involved in the orders for the abolition of grade crossings throughout the State, already made by this Board during the current year, and for which petitions are still pending, it is hereby ORDERED that the Hoosac

Tunnel and Wilmington Railroad Company be exempt for the year 1907 from eliminating any highway grade crossings on its road.

Done at Wilmington this 7th day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF DIRECTORS OF BOSTON & MAINE RAILROAD
VS. TOWN OF LYNDON. ELIMINATION OF GRADE
CROSSINGS.

REPORT AND ORDER.

In re Petition of	}	Hearing at Lyndon- ville, August 20 and 21, 1907.
THE DIRECTORS OF		
BOSTON & MAINE RAILROAD		
vs.		
TOWN OF LYNDON.		

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: John Young, Attorney for the Boston & Maine Railroad. N. A. Norton, Attorney for the Town of Lyndon. George W. Pierce, Ellery H. Gray and Chas. H. Hoyt, Selectmen of the town of Lyndon. Guy W. Hill, State's Attorney for the County of Caledonia, for the State of Vermont.

REPORT.

This is a petition by the directors of the Boston & Maine Railroad, alleging that there is in the town of Lyndon, in the County of Caledonia, about one mile south of Lyndon Station, on the line of the Connecticut & Passumpsic Division of said Boston & Maine Railroad, a railroad highway crossing at grade commonly called "Hall's Crossing"; that said crossing is among the most dangerous upon

the railroad operated by the petitioners in Vermont, and that public safety requires that said crossing be eliminated, and that the public highway leading to and over the petitioner's railroad track at said crossing, should be discontinued, and another highway known as the "Hoffman Road" which is wholly east of said railroad track, be improved and substituted therefor.

After due notice a public hearing was had on the said petition at Lyndonville on August 20 and 21, 1907. From the evidence in the case, including a personal inspection of the locality by the Board, we find that said "Hall's Crossing" is among the most dangerous of the grade crossings on the railroad operated by the petitioners in Vermont; and that public safety requires that said crossing be eliminated by improving the public highway called the "Hoffman Road", and closing said crossing to public travel in the manner indicated in the following order:

ORDER.

The town of Lyndon, in the County of Caledonia, and State of Vermont, is hereby ORDERED to make the following repairs and improvements upon that public highway in said town, known as the "Hoffman Road" from the point where said road joins the public highway known as the "East Lyndon Road", near the residence of L. C. Ayer, thence northerly to the point where said "Hoffman Road" intersects with the public highway known as the "Kirby Road", near the residence of E. H. Hoffman.

The highest point in said "Hoffman Road", on the hill northerly of the residence of said L. C. Ayer, shall be cut down not more than three feet and the road graded southerly from the point thus cut down to a point about 200 feet northerly from said intersection with said "East Lyndon Road." Throughout the length of said "Hoffman Road", between said two intersections, shall be constructed a good substantial roadway 20 feet wide, properly crowned and drained. Said roadway shall be substantially of the quality and workmanship of the permanent highway now being constructed with State aid on said "East Lyndon Road", and shall be constructed to the satisfaction of this Board.

The repairs and improvements herein ordered shall be completed on or before the 15th day of November, 1907.

Upon the completion of the repairs and improvements herein ordered to be made upon said "Hoffman Road", it is further ORDERED that said railroad highway crossing at grade, known as "Hall's Crossing", be forever thereafter discontinued and abandoned; and said Boston & Maine Railroad is hereby ORDERED to forever thereafter fence and bar the same against public travel.

All the expense properly incurred by said town of Lyndon in fulfilling this order is hereby ORDERED to be paid by said Boston & Maine Railroad, the State of Vermont, and said town of Lyndon, in the following proportions:

THE BOSTON & MAINE RAILROAD	65 per cent
STATE OF VERMONT	25 per cent
TOWN OF LYNDON	10 per cent

Within ten days after completion of the work herein ordered, said town of Lyndon is hereby ORDERED to file with this Board, in triplicate, an itemized statement of the expense incurred by it in fulfilling this order.

Done at Lyndonville, this twenty-first day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF DIRECTORS OF THE BOSTON & MAINE RAILROAD VS. TOWN OF SUTTON. ELIMINATION OF GRADE CROSSING.

REPORT AND ORDER.

In re Petition of the
Directors of the
BOSTON & MAINE RAILROAD
vs.
TOWN OF SUTTON.

Hearing at Lyndonville, August 21 1907.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: John Young, for the Boston & Maine R. R. Francis W. Barker, Selectman of Sutton. Guy W. Hill, State's Attorney for Caledonia County, for the State of Vermont.

George W. French, the only landowner interested in the subject-matter of said petition.

REPORT.

This is a petition by the Directors of the Boston & Maine Railroad alleging that on the line of the Connecticut and Passumpsic Division of the Boston & Maine Railroad, in the Town of Sutton and County of Caledonia, there is a railroad-highway crossing at grade known as the "French Crossing", and is the first highway grade crossing on said railroad north of the "Summit"; and that south of said crossing is a farm crossing at grade to accommodate the farm of George W. French, of said Sutton, who owns the land adjacent to the right of way of said Railroad on both sides thereof; that said "French's Crossing" is among the most dangerous railroad-highway crossings at grade on the railroad operated by said Boston & Maine Railroad in the State of Vermont, and that public safety requires that said grade crossing and said farm crossing be eliminated by the construction of an underpass and a connecting section of public highway.

After due notice thereof, a public hearing was had upon this petition at Lyndonville on August 21, 1907.

From the evidence in the case, including a personal inspection of the locality by this Board, we find that said "French's Crossing" is among the most dangerous grade crossings upon the railroad operated by the Boston & Maine Railroad in the State of Vermont, and that the public safety requires that said grade crossing be eliminated by the construction of an underpass and of a connecting section of public highway, in the manner, and between the points indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Boston & Maine Railroad is hereby ORDERED to lay out and construct the following described connecting section of public highway in the Town of Sutton, in the County of Caledonia, and State of Vermont:

Commencing at a point marked by an iron pipe in the center of the travelled highway leading from South Barton to Sutton, which, at this point passes through the farm of George W. French; thence south 76 degrees, 45 minutes east for a distance of 40 feet; thence on a curve to the north having a radius of 573.0 feet for a distance of 237.5 feet; thence north 79 degrees 30 minutes east for a distance of 135.1 feet; thence on a curve to the south having a radius of 93.0 feet for a distance of 156.9 feet; thence south 6 degrees 20 minutes east for a distance of 10.0 feet; thence on a curve to the east having a radius of 573.0 feet for a distance of 290.8 feet; thence south 35 degrees 25 minutes east, being in the present travelled roadway for a distance of 320 feet, to be one and one-half rods on each side of said above described line.

The above description is of the center line of said connecting section of public highway which shall be three rods wide throughout, except that portion thereof constituting the underpass hereinafter referred to. Said highway shall have a finished roadway twenty feet wide throughout, exclusive of ditches, shall be surfaced with good gravel to the depth of one foot, and shall be suitably crowned and properly drained.

At the point in the embankment of said railroad where the above described connecting section of public highway crosses the same, the Boston & Maine Railroad is hereby ORDERED to construct an underpass. At that point the railroad embankment shall be removed so as to allow said connecting section of public highway to pass beneath the present railroad track. The railroad track spanning said underpass shall be supported by an adequate plate girder bridge or "I" beams, upon substantial granite or concrete abutments. The foundation of the abutments to said underpass shall be carried down to a sufficient depth beneath the

surface of the finished roadway so that the same shall be safe from frost. The minimum clearance between the under surface of said plate girders or "I" beams and the crown of the finished roadway beneath shall be at least thirteen feet. The clear width of the underpass from face to face of the abutments shall be twenty feet.

The Boston & Maine Railroad, and its successors or assigns in the operation of said Connecticut and Passumpsic Division of said Railroad, shall forever maintain said underpass and keep said connecting section of public highway, within the limits of the railroad right of way, in good and sufficient repair and condition for public travel.

The location of said connection section of public highway and of said underpass is accurately delineated upon a blue print plan filed with this Board by said Boston & Maine Railroad, marked "No. 8, R. W. S.", which is hereby referred to and made a part hereof.

Upon the completion of said connecting section of public highway and said underpass, it is hereby ORDERED that the farm crossing at grade described in the foregoing report, and the public highway crossing at grade known as "French's Crossing" be forever thereafter discontinued and abandoned; and said Boston & Maine Railroad is hereby ORDERED to forever thereafter fence and bar the same against public travel.

Upon the completion of the work herein ordered, all that portion of the present highway, embraced between the intersection thereof by said connecting section of public highway and not included therein, as above described, shall be forever thereafter discontinued and abandoned.

All the expense properly incurred in fulfilling this order, including the payment of any land damages, shall be paid by the Boston & Maine Railroad, the State of Vermont, and the Town of Sutton, in the following proportions:

THE BOSTON & MAINE RAILROAD.....	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE TOWN OF SUTTON.....	10 per cent.

Within ten days after the completion of the work herein ordered, said Boston & Maine Railroad shall file with this

Board an itemized statement, *in triplicate*, of the expense incurred by it in fulfilling this order, including the payment of any land damages.

Done at Lyndonville, this 21st day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF DIRECTORS OF THE MAINE CENTRAL RAIL-
ROAD COMPANY VS. TOWN OF MAIDSTONE. ELIMI-
NATION OF GRADE CROSSINGS.

REPORT AND ORDER.

In re Petition of
DIRECTORS OF THE MAINE
CENTRAL RAILROAD
COMPANY
vs.
TOWN OF MAIDSTONE.

Hearing at Maidstone,
August 22, 1907.

Present: Commissioners Redmond, Porter, and Jackson, and the Clerk.

Appearances: Harry Blodgett, Attorney for the Maine Central Railroad Company. Harland B. Howe, Attorney for the town of Maidstone. Sheridan W. Allen, Wm. Guptill, and Amos Masters, Selectmen of the town of Maidstone. H. B. Amey, State's Attorney for Essex County, for the State of Vermont.

Landowners: Samuel S. Benton, in person, and John E. Benton, his Attorney.

REPORT.

This is a petition by the Directors of the Maine Central Railroad Company alleging that on the line of railroad operated by it in the State of Vermont, in the town of Maid-

stone, and about two miles south of Maidstone Station, there are two railroad-highway crossings at grade about 600 feet apart and known as the "Twin Crossings"; that said two crossings are among the most dangerous on the line of railroad operated by said Maine Central Railroad Company in Vermont, and that public safety requires that said two grade crossings be eliminated by the construction of a connecting section of public highway on the westerly side of said railroad.

After due notice, on August 22, 1907, a public hearing was had upon said petition at Maidstone. From the evidence, including a personal inspection of the locality by the Board, we find that said two grade crossings are among the most dangerous crossings upon the railroad operated by the Maine Central Railroad Company in Vermont, and that public safety requires that they be eliminated by the construction of a connecting section of public highway in the manner and between the points indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Maine Central Railroad Company is hereby *ordered* to lay out and construct the following described connecting section of a public highway in the town of Maidstone, in the County of Essex, and State of Vermont:

Beginning at a point in the River Road, so called, about two miles south of Maidstone Station, which point is seven hundred and twenty-five (725) feet southerly, measured along said River Road, from the southerly crossing of the so called "Twin Crossings" of said River Road and Maine Central Railroad; thence N. 28° 20' E. four hundred (400) feet to station 4; thence turning an angle to the left 7° 23' and running on a course N. 20° 57' E. four hundred (400) feet to station 8; thence turning an angle to the left 25° 59' and running on a course N. 5° 02' W. one hundred and fifty (150) feet to station 9+50; thence turning an angle to the left 8° 45' and running on a course N. 13° 47' W. one hundred and fifty (150) feet to station 11; thence turning an angle to the left 21° 00' and running on a

course N. 34° 47' W. one hundred (100) feet to station 12; thence turning an angle to the left 31° 08' and running on a course N. 65° 55' W. one hundred (100) feet to station 13; thence turning an angle to the right 19° 17' and running on a course N. 46° 38' W. one hundred (100) feet to station 14; thence turning an angle to the right 22° 15' and running on a course N. 24° 23' W. two hundred (200) to station 16; thence turning an angle to the right 27° 00' and running on a course N. 2° 37' E. two hundred (200) feet to station 18; thence turning an angle to the right 6° 27' and running on a course N. 9° 04' E. two hundred (200) feet to station 20, in said River Road about seven hundred (700) feet northerly, measured along said River Road, from the northerly crossing of the said "Twin Crossings."

The above description is of the center line of said connecting section of public highway, which shall be throughout of the full width of three rods; shall have a finished roadway twenty feet wide, exclusive of ditches, and including shoulders, four feet wide; which finished roadway shall be surfaced throughout with good gravel to the depth of one foot, properly crowned and drained.

In the heavy fill, in the northerly portion of said highway, shall be constructed a good and sufficient culvert, made of good iron pipe three feet in diameter and constructed according to the standard prescribed by the Maine Central Railroad Company for the construction of culverts upon its railroad, and made of such iron pipe.

From the highest point, and about the center thereof, said highway shall have a uniform grade of not more than five per cent. in either direction to its connection with the present highway. The location, construction, and grade of said connecting section of public highway are accurately delineated upon the blue print plan filed with this Board by the Maine Central Railroad Company, marked "No. 7, R. W. S." and is hereby referred to and made a part hereof.

Said highway shall be completed on or before November 15, 1907, and shall be constructed to the satisfaction of this Board.

Upon the completion of said connecting section of public highway it is hereby ORDERED that said "Twin Cross-

ings", be forever thereafter discontinued and abandoned, and said Maine Central Railroad Company is hereby ORDERED to forever thereafter fence and bar the same against public travel; and that portion of the present highway embraced between the intersections thereof by said connecting section of public highway shall forever thereafter be discontinued.

All the expense properly incurred by said Maine Central Railroad Company in fulfilling this order, including the payment of any land damages, is hereby ordered to be paid by the Maine Central Railroad Company, the State of Vermont, and the town of Maidstone, in the following proportions:

THE MAINE CENTRAL RAILROAD CO	..65 per cent
THE STATE OF VERMONT.....	25 per cent
THE TOWN OF MAIDSTONE	10 per cent

Within ten days after the completion of the work herein ordered, said Maine Railroad Company shall file with this Board, in triplicate, an itemized statement of the expense incurred by it in fulfilling this order.

Done at Maidstone this 22d day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE GRAND TRUNK RY. CO. AND ATLANTIC & ST. LAWRENCE
R. R. CO. VS. TOWN OF BLOOMFIELD.

REPORT AND ORDER.

In Re Petition of
Grand Trunk Railway Company
and
Atlantic & St. Lawrence
Railroad Company
vs.
Town of Bloomfield.

Hearing at Bloomfield,
August 22, 1907.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: Leroy L. Hight, Attorney for Grand Trunk Railway Company and Atlantic and St. Lawrence Railroad Co. H. W. Lund, Attorney for Town of Bloomfield. H. H. Stevens, Henry Fuller, E. L. Bartlett, Selectmen of Bloomfield. Harry B. Amey, State's Attorney for the County of Essex, for the State of Vermont.

Landowners: H. Girard, Mary C. Twohey, by Walter Drew, H. W. Bowker.

REPORT.

This is a petition by the Directors of the Grand Trunk Railway Company of Canada and by the Atlantic and St. Lawrence Railroad Company, alleging that there are in the town of Bloomfield, in the County of Essex, and State of Vermont, three railroad-highway crossings at grade, being the first, second, and third westerly from the Connecticut River; that public safety requires that an alteration be made in the approach to said crossings, or the method of crossing, and the location of the highways of which said crossings are a part, and further requires the closing of all of said public grade crossings and a substitution therefor of a crossing not at grade. And praying that such alterations, closing, and substitution may be ordered.

After due notice thereof, a hearing on this petition was had at Bloomfield on August 22, 1907.

From the evidence, we find that the crossings in question constitute a portion of the right of way of the Atlantic & St. Lawrence Railroad Company; that the Atlantic & St. Lawrence Railroad is operated by the Grand Trunk Railway Company of Canada, as lessee; that said grade crossings are exceedingly dangerous to the travelling public, and that public safety requires that they be eliminated by the construction of one underpass and of connecting sections of public highways, as indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Grand Trunk Railway Company of Canada is hereby ORDERED to construct an underpass beneath its tracks

in the village of Bloomfield, Vermont, at a point one hundred fifty-eight (158) feet northwesterly from the northwesterly abutment of the railroad bridge across the Connecticut River. The abutments of said underpass shall be built of concrete. It shall have a clear width of at least twenty feet, from face to face of the abutments; and the clear height thereof, from the finished surface of the roadway to lowest surface of the railroad bridge above, shall be at least thirteen feet. The Railroad tracks spanning said underpass shall be carried on a bridge of steel girders. The location of said underpass, its approaches, and of the connecting sections of public highway hereinafter referred to, are clearly shown on the blue print plan last filed with this Board by the Grand Trunk Railway Company, marked "R. W. S. No. 13", and which is hereby referred to and made a part hereof. Said Grand Trunk Railway Company, its successors and assigns in the operation of said railroad, shall at all times forever keep that portion of the highway constituting said underpass and its approaches, which is within the limits of the railroad right of way, in proper condition and repair for public travel.

The Grand Trunk Railway Company is hereby further ordered to lay out and construct the three connecting sections of public highway shown on said blue-print plan, along the route and in the location thereon indicated, except that the highway so laid out shall be at least three rods wide throughout, except through said underpass and its approaches, which shall be as indicated on said blue print plan. Said connecting sections of public highway shall have a finished roadway of at least twenty feet wide,—including shoulders but excluding ditches; shall be surfaced with good gravel to the depth of one foot, suitably crowned, ditched, and drained.

All the work herein ordered shall be completed on or before August 1, 1908, and to the satisfaction of this Board.

Upon the completion of the work herein ordered, the three railroad-highway crossings at grade that are described in said petition shall forever thereafter be discontinued. And the Grand Trunk Railway Company, its successors and assigns in the operation of said railroad, are

hereby ordered forever thereafter to fence and bar the same against public travel.

Within ten days after the completion of the work-herein ordered, the Grand Trunk Railway Company is hereby directed to file with this Board, in triplicate, an itemized statement of the expense incurred in fulfilling this order, with vouchers for same.

It is further ORDERED that all the expense properly incurred in fulfilling this order, including the payment of land damages, shall be borne by the State of Vermont, the town of Bloomfield, and the Grand Trunk Railway Company, in the following proportions:

THE STATE OF VERMONT 25 per cent., but not to exceed \$4,500.00.

THE TOWN OF BLOOMFIELD 5 per cent., but not to exceed \$800.00.

THE GRAND TRUNK RAILWAY COMPANY, the remainder of such expense.

Done at Bloomfield, this twenty-second day of August, 1907.

JOHN W. REDMOND,

ELI H. PORTER,

S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF BARRE RAILROAD COMPANY PRAYING FOR
EXEMPTION FROM ELIMINATING ANY GRADE
CROSSINGS IN 1907.

REPORT AND ORDER.

In re Petition of
BARRE RAILROAD COMPANY
Praying for exemption from
eliminating any grade crossings
in 1907.

Hearing at Montpelier,
August 23, 1907.

Present: Commissioners Redmond, Porter, and Jackson, and the Clerk.

Appearances: H. C. Shurtleff, Attorney for the Barre Railroad Company. Benj. Gates, State's Attorney for Washington County, for the State of Vermont.

REPORT AND ORDER.

This is a petition by the Barre Railroad Company, alleging that although there are railroad-highway crossings at grade upon the line of its railroad, they are so located and other conditions are such that it is impracticable to abolish any of them at the present time; and praying that it be relieved from the statutory requirement of abolishing one grade crossing during the year 1907.

On August 23, 1907, after due notice, a hearing was had upon this petition at Montpelier.

From a consideration of the evidence and in view of the expense involved in the orders for the abolition of grade crossings throughout the State, already made by this Board during the current year, it is hereby ORDERED that the Barre Railroad Company be exempt for the year 1907 from eliminating any grade crossings on its road.

Done at Montpelier, this 23 day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

IN RE PETITION OF THE CENTRAL VERMONT RAILWAY COM-
PANY FOR LEAVE TO CONSTRUCT AND OPERATE A
SPUR TRACK CROSSING AT GRADE TWO
HIGHWAYS IN THE TOWN OF
VERNON, VERMONT.

ORDER.

STATE OF VERMONT.

BOARD OF RAILROAD COMMISSIONERS.

In Re Petition of the Central Vermont Railway Company for permission to construct and operate a spur track crossing at grade two highways in the town of Vernon, Vermont.

This is a petition of the Central Vermont Railway Company alleging that the Connecticut River Power Company,

a corporation organized under the laws of the State of Vermont, is constructing a dam and electric power plant at a point on the Connecticut River in the town of Vernon in the State of Vermont, nearly opposite the petitioner's railroad station in said town; that said Company, for the prosecution of said work, will require the petitioner, in the operation of its railroad, to deliver to said Company at said Vernon Station, from four hundred to five hundred carloads of freight; that the construction of said dam and electric power plant will necessarily occupy two years, and in case of accident, may require three years; that said Company has asked the petitioner, for the purpose of facilitating said work, to construct and operate a spur track from the petitioner's freight yard at its said Station in said town of Vernon to the site of said power plant, and that the petitioner has agreed with said Company to construct and operate such a spur track; that said spur track must of necessity cross at grade two public highways in said town of Vernon, namely, the Easterly and Westerly branches of the main highway leading from Brattleboro through said town of Vernon to the State of Massachusetts; that said westerly branch is the highway leading from the railroad highway crossing next northerly of said Vernon Station to a point opposite the house of T. E. Stockwell in said Vernon; that the easterly branch of said highway runs from said crossing to a point near the Connecticut River at the site of said proposed power plant, and thence parallel with said river to the junction with said first mentioned branch, opposite the house of said Stockwell; that the construction and operation of said spur track is necessary in order properly to construct said dam and electric power plant, and that there is no other reasonable or feasible way to construct said spur track, except to cross said highways at grade, as indicated by the blue print plan attached to said petition. And praying that this Board grant the petitioner permission to construct, maintain, and operate said spur track, for the purpose aforesaid, crossing said public highways at grade, as indicated on said blue print.

After consideration and investigation, it being made manifest to this Board that the above recited allegations of said petition are true, and that it is necessary for the peti-

tioner to construct, maintain, and operate such a spur track, crossing said two public highways at grade, for the purpose of enabling said Connecticut River Power Company to construct its said dam and Electric Power Plant, permission is hereby given to the Central Vermont Railway Company to construct, maintain, and operate said spur track, crossing said two public highways at grade, in the manner indicated on said blue print plan, which is hereby referred to and made a part hereof, for the term of three years from the date hereof, for the purpose of enabling said Connecticut River Power Company to prosecute the work of constructing its said dam and Electric Power Plant, *but for no other purpose.*

Dated at Newport, Vermont, this 16th day of September, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF RUTLAND RAILROAD COMPANY VS. CITY OF
VERGENNES. ELIMINATION OF GRADE CROSSING.

REPORT AND ORDER.

In Re Petition of RUTLAND RAILROAD COMPANY	} Hearing at Ver- gennes, July 8, 1907.
vs.	
CITY OF VERGENNES.	

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: H. H. Powers and P. M. Meldon, Attorneys for the Rutland Railroad Company. F. W. Tuttle, Attorney for the City of Vergennes. L. C. Russell, State's Attorney for Addison County, for the State of Vermont. F. W. Allen, E. A. Preston, and C. A. Chapman, Selectmen of Ferrisburgh. F. W. Tuttle and James B. Donaway, Attorneys for the Town of Ferrisburgh.

Landowners: S. B. Booth for Mrs. H. T. Booth, R. W. McCuen, Vestryman for St. Paul's Episcopal Church of Vergennes, appeared and waived notice for said Church.

REPORT.

This is a petition by the Directors of the Rutland Railroad Company alleging that there is in the City of Vergennes near the railroad station on the line of the Rutland Railroad Company two railroad-highway crossings at grade; that these grade crossings are on the public highway running from the City of Vergennes northerly and easterly into the Town of Ferrisburgh; that these highway crossings at grade are among the most dangerous of the Rutland Railroad. And representing that public safety requires that said two crossings be eliminated by the construction of a single underpass, and praying that they be ordered to be so eliminated.

Upon due notice thereof, a public hearing was had upon said petition at the City of Vergennes on July 8, 1907.

From the evidence in the case, including a personal inspection and careful study of the locality by this Board, we find that one of said grade crossings, namely, the grade crossing on the public highway south of the passenger station, is really a private crossing, that is, it is a crossing which the Rutland Railroad Company has permitted the public to use on its right of way. We find that public safety requires that these two crossings should be eliminated by the construction of one underpass, and by the construction of the connecting section of a public highway, between the points and in the manner indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Rutland Railroad Company is hereby ordered to lay out and construct the following described connecting sections of public highway; First, beginning in the center line of Main Street in the City of Vergennes at a point 540 feet southerly, measured along the center line of said street from the center line of the main track of the Rutland Railroad; thence, curving westerly in a curve to the left with a radius of 764 feet, across the property of the Henry Booth Estate, 600 feet to Station "6" indicated on the blue print plan hereinafter referred to, said station being 24.75 feet south-

westerly at right angles from the south westerly line of the station grounds of said Rutland Railroad Company; thence, still across the property of said Booth Estate parallel to, and distant 24.75 feet southwesterly from the said southwesterly line of said station grounds, 584 feet to Station "11+84", as indicated on said blue print plan; thence continuing across the property of said Booth Estate, on a curve to the right with a radius of 217 feet, 304 feet to Station "14+88" as indicated on said blue print plan, said point being on the right of way of the Rutland Railroad Company and 12 feet southwesterly from the center line of its main track; thence north, $45^{\circ} 35'$ east, crossing said right of way and passing under the tracks of said Rutland Railroad Company, and making an angle with a tangent to the center line of said track at Station "1122+19", as indicated on said blue print plan of $80^{\circ} 30'$, 85 feet to a point in the northerly line of the City of Vergennes; thence continuing on the same course across the property of said Henry Booth Estate in the Town of Ferrisburgh 527 feet to Station "21", as indicated on said blue print plan; thence across the property of said Henry Booth Estate on a curve to the left with a radius of 500 feet, 425 feet to a point in the center line of Main Street, said point being 670 feet northerly, measured along said center line, from the northerly line of the City of Vergennes. Also beginning at Station "21" in the above described highway as indicated on said blue print plan and curving easterly on a curve to the right with a radius of 90 feet, 225 feet to a point in the center line of said Main Street 200 feet northerly, measured along said center line, from the northerly line of the City of Vergennes. The above description is of the center line of said connecting section of the public highway.

Second. A highway the westerly line of which shall be the easterly right of way line of said Rutland Railroad Company, and extending southerly from the connecting section of highway above described to the northerly line of the station grounds of said Rutland Railroad Company.

Said two connecting sections of public highway shall be not less than three rods wide, and each shall have a finished roadway 20 feet wide, exclusive of ditches, be suit-

ably crowned and properly drained, and surfaced with good gravel to the depth of one foot.

At the point in said first described connecting section of public highway where the same crosses the track of the Rutland Railroad Company, the Rutland Railroad Company is hereby ordered to construct beneath its track an underpass, as a part of said connecting section of public highway. The tracks of the Rutland Railroad Company spanning said underpass shall be supported on a steel bridge, built according to the "general specifications for steel railroad bridges, 1904" filed this day with this Board by said Rutland Railroad Company.

The location of said connecting sections of public highway and of said underpass and of the grading required to be done in fulfilling this order, are accurately delineated upon the blue print plan and profile this day filed with this Board by the Rutland Railroad Company marked "No. 9, R. W. S.", and which is hereby referred to and made a part hereof.

The Rutland Railroad Company, and its successors and assigns in the operation of said railroad, are hereby ordered to forever keep in repair and in suitable condition for public travel that portion of said first described connecting section of public highway which is within the right of way of said Rutland Railroad Company.

All the work herein ordered shall be completed on or before December 15, 1907, and shall be done in a good workmanlike manner and to the satisfaction of this Board.

Upon the completion of the work herein ordered, the two railroad highway crossings at grade described in the foregoing report shall be forever thereafter discontinued and abandoned, and the Rutland Railroad Company is hereby ordered to forever thereafter fence and bar the same against public travel; and upon the completion of said work, all that portion of Main Street in the City of Vergennes, lying within the right of way lines of the Rutland Railroad Company shall be forever thereafter abandoned and closed to public travel. Said portion of public highway to be so abandoned is accurately shown on said blue print plan.

All the expense properly incurred in fulfilling this order, including the payment of any land damage, shall be borne by the Rutland Railroad Company, the State of Vermont and the City of Vergennes in the following proportions:

TO THE RUTLAND RAILROAD COMPANY 69 per cent.
 TO THE STATE OF VERMONT.....25 per cent.
 TO THE CITY OF VERGENNES..... 6 per cent.

Within ten days after the completion of the work herein ordered, the Rutland Railroad Company is hereby ordered to file with this Board in triplicate an itemized statement of the expense incurred by it in fulfilling this order, including the payment of any land damages.

Dated at Newport, Vermont, this 10th day of September, 1907.

JOHN W. REDMOND,
 ELI H. PORTER,
 S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF MONTPELIER & WELLS RIVER RAILROAD VS.
 TOWNS OF BARRE AND BERLIN. ELIMINATION OF
 GRADE CROSSINGS.

REPORT AND ORDER.

In Re Petition of
 MONTPELIER & WELLS RIVER
 RAILROAD
 vs.
 TOWNS OF BARRE AND
 BERLIN.

Hearing at Mont-
 pelier, on August
 23, 1907.

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: H. C. Shurtleff, Attorney for Montpelier & Wells River Railroad. F. M. Allen, J. W. Averill, Selectmen of Barre. Geo. W. Chandler, J. C. McCarty and E. B. House, Selectment of Berlin. Benjamin Gates,

State's Attorney for Washington County, for the State of Vermont.

Landowners: Edward H. Deavitt, per se, and as Attorney for Frank N. Corry and Irving F. Frost. Thomas Mekkelson.

REPORT.

This case is presented by two petitions filed with this Board by the Montpelier & Wells River Railroad against the same parties. These petitions together allege that on the railroad of the petitioner there are two railroad highway crossings at grade; one located in the town of Berlin at the easterly end of the "Kinney Railroad Bridge", so called, across the Winooski River; the other located in the town of Barre, and being the second crossing east of said "Kinney Railroad Bridge"; said petitions allege that the public safety requires that said grade crossings be eliminated by the construction of a connecting section of public highway, partly through the town of Berlin and partly through the town of Barre.

On August 23, 1907, after due notice, a joint hearing was had upon said petitions at Montpelier.

From the evidence in the case, including a personal inspection of the locality by this Board, we find that said two railroad-highway crossings at grade are among the most dangerous upon the petitioners railroad, and that public safety requires that they should be eliminated by the construction of a connecting section of public highway between the points and in the manner indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report the Montpelier & Wells River Railroad is hereby ORDERED to lay out and construct the following described connecting section of public highway in the towns of Berlin and Barre:

Beginning at a point in the center of the present highway about 570 feet southwesterly from the first crossing east of the Kinney Bridge; thence north 38° East 275 feet; thence north 4°-45' East 145 feet; thence on a curve to the

right with a radius of 193 feet a distance of 175 feet; thence northeasterly 105 feet to a point at right angles to and 85 feet from the center of the track of the Montpelier & Wells River Railroad; thence northeasterly 100 feet to a point at right angles to and 90 feet from the center of said railroad track; thence northeasterly 200 feet to a point at right angles to and 90 feet from the center of said Railroad track; thence easterly 200 feet to a point at right angles to and 85 feet from the center of said railroad track; thence easterly about 360 feet to a point at right angles to and 90 feet from the center of said track of the Montpelier & Wells River Railroad, said last point being in the present highway.

The above is a description of the center line of said highway which shall be three rods wide throughout, and shall have a finished roadway twenty feet wide, exclusive of ditches, properly crowned and drained, and shall be properly surfaced throughout with the best material for that purpose obtainable in that locality.

Said highway shall be completed on or before November 15, 1907, and shall be constructed to the satisfaction of this Board. Upon the completion of the work herein ordered, the two railroad-highway crossings at grade described in the foregoing report shall forever thereafter be discontinued and abandoned, and the Montpelier & Wells River Railroad is hereby ORDERED to forever thereafter fence and bar the same against public travel; and upon the completion of said work all that portion of the present highway embraced between the intersections thereof by the highway hereby ordered to be constructed shall forever thereafter be discontinued.

Said connecting section of public highway and the present highway to be discontinued are accurately delineated upon a blue print plan filed with this Board by the Montpelier & Wells River Railroad marked "No. 10, R. W. S.", and which is hereby referred to and made a part hereof.

The town of Berlin and the town of Barre, by their respective selectmen, the State of Vermont by the State's Attorney for Washington County, and the Montpelier & Wells River Railroad, by its Attorney, H. C. Shurtleff,

agree that the town of Berlin and the town of Barre shall together be assessed ten per cent. of the expense incurred in fulfilling this order. Therefore, it is hereby ORDERED that the expense incurred in the fulfilling of this order including the payment of any land damages shall be borne by the Montpelier & Wells River Railroad, the State of Vermont, and said town of Berlin and Barre in the following proportions:

THE MONTPELIER & WELLS RIVER RAIL-

ROAD65 per cent.

THE STATE OF VERMONT.....25 per cent.

SAID TOWNS OF BERLIN AND BARRE

jointly10 per cent.

Within ten days after the completion of the work herein ordered, said Montpelier & Wells River Railroad is ORDERED to file with this Board a statement, in triplicate, of the expense incurred by it in the fulfilling of this order, including the payment of any land damages.

Done at Montpelier, this 23rd day of August, 1907.

JOHN W. REDMOND,

ELI H. PORTER,

S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF MAINE CENTRAL RAILROAD COMPANY VS.

SAMUEL S. BENTON.

In Re

MAINE CENTRAL RAILROAD
COMPANY.

vs.

SAMUEL S. BENTON.

Hearing at Maidstone,
October 22, 1907.

Present: Commissioners Redmond and Porter.

Appearances: Harry Blodgett and I. W. Drew, for the petitioner. John E. Benton, for the petitionee. Sheldon W. Allen and Amos C. Marston, Selectmen of the Town of Maidstone, for that town.

REPORT AND AWARD.

This is a petition by the directors of the MAINE CENTRAL RAILROAD COMPANY against SAMUEL S. BENTON, of Maidstone, in the County of Essex, and State of Vermont, alleging that there is in said town of Maidstone, on the railroad operated by the Maine Central Railroad Company, two railroad-highway crossings at grade about six hundred feet apart and known as the "Twin Crossings;" that, for the purpose of eliminating those two grade crossings, on August 22, 1907, this Board, acting under the provisions of No. 125 of the Acts of 1906, by its written order of that date, directed the Maine Central Railroad Company to lay out and construct, through the land of the petitionee a specified connecting section of public highway; that said Company made its survey and description of the land required to be taken in fulfilling said order, which is the survey hereinafter recited, and delivered a copy thereof to the petitionee, who is the owner of the land therein described, but, that said Company and the petitionee cannot agree on the price of said land, nor on the amount that the petitionee ought to have for the same, nor on the amount of damages that he reasonably and fairly ought to have in the premises. And praying that this Board adjudge and determine whether the taking of the land described in said survey is necessary for fulfilling said order of this Board and for public safety, and to determine the amount that the petitionee ought reasonably to have by way of damages for the taking of said land, in accordance with Section 4, No. 125 of the Acts of 1906.

After due notice thereof a full hearing was had on said petition at said Maidstone on October 22, 1907.

From the evidence, including a personal inspection of the locality, we find that the above recited allegations of said petition are true; that the taking of the petitionee's land described in said petition, and in the description hereinafter recited, is necessary for the elimination of said "Twin Crossings", for the fulfilling of the order of this Board, dated August 22, 1907, (which is hereby referred to and made a part hereof), and for the public safety.

The "Stations" referred to in the following description are those indicated on the blue print plan filed with this Board by the Maine Central Railroad Company, marked "No. 7, R. W. S.", and is hereby referred to and made a part hereof.

DESCRIPTION OF SAMUEL S. BENTON'S LAND REQUIRED.

Beginning at a point in the River road, so called, about two miles south of Maidstone Station, which point is seven hundred and twenty-five feet southerly, measured along said River Road from the southerly crossing of the so called "Twin Crossings" of said River Road and Maine Central Railroad; thence N. $28^{\circ} 20'$ E. four hundred feet to station 4; thence turning an angle to the left $7^{\circ} 23'$ and running on a course N. $30^{\circ} 57'$ four hundred feet to station 8; thence turning an angle to the left $25^{\circ} 59'$ and running on a course N. $5^{\circ} 02'$ W. one hundred and fifty feet to station 9+50; thence turning an angle to the left $8^{\circ} 45'$ and running on a course N. $13^{\circ} 47'$ W. one hundred and fifty feet to station 11; thence turning an angle to the left 21° and running on a course N. $34^{\circ} 47'$ W. one hundred feet to station 12; thence turning an angle to the left $31^{\circ} 08'$ and running on a course N. $65^{\circ} 55'$ W. one hundred feet to station 13; thence turning an angle to the right $19^{\circ} 17'$ and running on a course N. $46^{\circ} 38'$ W. one hundred feet to station 14; thence turning an angle to the right $22^{\circ} 15'$ and running on a course N. $34^{\circ} 23'$ W. two hundred feet to station 16; thence turning an angle to the right $27^{\circ} 00'$ and running on a course N. $2^{\circ} 37'$ E. two hundred feet to station 18; thence turning an angle to the right $6^{\circ} 27'$ and running on a course N. $9^{\circ} 04'$ E. two hundred feet to station 20 in said River Road about seven hundred feet northerly, measured along said River Road, from the northerly crossing of the said "Twin Crossing."

The above description is of the center line of said connecting section of public highway, which shall be three rods wide throughout, except where a greater width is

needed on account of slopes of excavations and embankments, as indicated in the following:

At station	0	24%	feet on right and	24%	feet on left
" "	4	24%	" " " "	24%	" " "
" "	7	24%	" " " "	24%	" " "
" "	7+43	35	" " " "	35	" " "
" "	8	35	" " " "	24%	" " "
" "	9+50	24%	" " " "	40	" " "
" "	11	24%	" " " "	24%	" " "
" "	12	24%	" " " "	24%	" " "
" "	13	34%	" " " "	14%	" " "
" "	14	24%	" " " "	24%	" " "
" "	13+25	60	" " " "	60	" " "
" "	16	24%	" " " "	24%	" " "
" "	18	24%	" " " "	24%	" " "
" "	20	24%	" " " "	24%	" " "

In addition to the above, it is also necessary to take the following described section of said Benton's land for a "borrow pit," whence to procure earth to make necessary fills in said connecting section of public highway:

Beginning at a point twenty-four and three quarters (24%) feet westerly at right angles from station 16 of said center line; thence northerly, parallel to said center line, two hundred (200) feet; thence westerly at right angles to said center line, one hundred (100) feet; thence southerly parallel to said center line, two hundred (200) feet; thence easterly, at right angles to said center line, one hundred (100) feet to point of beginning.

The land to be taken as above described contains 2.994 acres as follows:

Land for highway proper	2.535 acres.
Land for borrow pit	.459 acres.

As payment for said land and in full for all damages of every kind for taking the same and for the construction of said connecting section of public highway, said Samuel S. Benton is hereby adjudged and awarded the following:

FIRST. Said Maine Central Railroad Company shall pay him the sum of TWO HUNDRED FIFTY DOLLARS

in cash, which we find to be the value of the land taken as above described.

SECOND. In constructing the culvert in the heavy fill in the northerly portion of said connecting section of public highway, as directed in said order of this Board dated August 22, 1907, said Maine Central Railroad Company shall extend the iron pipe of said culvert, and the easterly end thereof, twenty-four feet further east, so as to form a culvert beneath the present highway at that point; and shall fill in said highway over the pipe so extended, so as to make a substantial road, over which said Benton may haul produce, etc., to his buildings.

Done at Maidstone this twenty-second day of October, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF DELAWARE & HUDSON COMPANY VS. ISAAC
S. SHELDON. APPRAISAL PROCEEDINGS UNDER
SEC. 4, No. 125, ACTS OF 1906.

DELAWARE & HUDSON COMPANY vs. ISAAC S. SHELDON.	}	Hearing at Rupert, Novem- ber 15, 1907.
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Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: T. W. Maloney, for the Delaware & Hudson Co. C. E. Parker, for Isaac S. Sheldon. Grant Morey, First Selectman of the Town of Rupert.

REPORT AND AWARD.

This is a petition by the Delaware & Hudson Company against Isaac S. Sheldon, of Rupert, in the County of Bennington, and State of Vermont, alleging that by its written order dated June 28, 1907, this Board directed the petition-

er to eliminate two railroad-highway crossings at grade in said town and on the line of railroad operated by the petitioner, by the construction of an overpass on, and a connecting section of public highway through, the petitionee's land; that the petitioner made the survey and description of the land required to be taken from the petitionee to fulfill said order, which is the survey hereinafter recited, and delivered a copy thereof to the petitionee; but that the petitioner and the petitionee cannot agree on the price of said land. And praying that this Board adjudge and determine whether the taking of the land described in said survey is necessary for fulfilling said order of this Board, and for public safety, and to determine the amount that the petitionee ought reasonably to have for the taking of said land, in accordance with Section 4, No. 125, of the Acts of 1906.

After due notice thereof, a full hearing was had on said petition at said Rupert on November 15, 1907.

From the evidence, including a personal inspection of the locality, we find that the above recited allegations of said petition are true; that the taking of the petitionee's land described in said petition, which is the description hereinafter recited, is necessary for the elimination of said two grade crossings, in accordance with said order of this Board dated June 28, 1907, (which is hereby referred to and made a part hereof), and for the public safety.

DESCRIPTION OF ISAAC S. SHELDON'S LAND REQUIRED.

All that certain strip or parcel of land situated in the town of Rupert, County of Bennington, and State of Vermont, and being described as follows:

A strip of land three (3) rods wide or one and one-half ($1\frac{1}{2}$) rods on each side of the following described center line, excepting those from the portion occupied by the present highways and the Delaware & Hudson Company's right of way: Beginning at a point in the present north and south highway, said point being three hundred and fourteen (314) feet southerly measured along the center line of said highway from the line between the lands of

I. S. Sheldon and Roberts and Flower, and seventeen (17) feet easterly measured at right angles from the present westerly fence of said highway; thence S. $17^{\circ} 0' W.$ on a tangent two hundred and fifty-nine and nine-tenths (259.9) feet to a point; thence easterly on a curve to the left with a radius of seventy-five (75) feet, one hundred twenty-one and one-tenth (121.1) feet to a point; thence S. $75^{\circ} 30' E.$ on a tangent twenty-eight (28) feet to a point on the center line of the Delaware & Hudson Company's main tract and at right angles thereto, said point being six hundred sixty-six (666) feet southerly measured along said center line of track from the south end of bridge over Dry Brook; thence S. $75^{\circ} 30' E.$ on a tangent twenty-eight (28) feet to a point; thence southerly on a curve to the right with a radius of one hundred twenty-five (125) feet, one hundred forty-six (146) feet to a point; thence S. $8^{\circ} 32' E.$ on a tangent seventy-five (75) feet to a point; thence southerly on a curve to the right with a radius of three hundred eighty-three feet, two hundred fifty (250) feet to a point; thence S. $8^{\circ} 58' W.$ on a tangent fifty (50) feet to a point; thence southerly on a curve to the left with a radius of three hundred and eighty-three (383) feet, one hundred and twenty feet (120) to a point; thence S. $10^{\circ} 58' W.$ on a tangent three hundred and ninety-eight (398) feet to a point on the line between the lands of I. S. Sheldon and Smith Sheldon, said point being forty-five feet (45) easterly measured along said line from the easterly fence of the present highway, a distance of fourteen hundred and sixty-eight (1468) feet from the point of beginning.

Also beginning at a point on the center line of the above described strip of land, said point being four hundred and twenty-nine (429) feet measured along the above described center line from the point of beginning; thence easterly on a curve to the left with a radius of one hundred and twenty-five (125), seventy-nine and three-tenths (79.3) feet to a point; thence N. $68^{\circ} 10' E.$ on a tangent one hundred and twenty-five and four-tenths (125.4) feet to a point; thence easterly on a curve to the right with a radius of one hundred and ninety (190) feet, one hundred and twelve and seven-tenths (112.7) feet to a point in the present east and west highway, twenty-two (22) feet north-

erly measured at right angles from the southerly fence of highway, a distance of three hundred and seventeen and four-tenths (317.4) feet from its intersection with the center line of the first described strip of land.

Also beginning at a point which is twenty-four and seventy-five one hundredths (24.75) feet westerly at right angles from Station 1 of the center line of the new north and south highway; thence southerly parallel to and twenty-four and seventy-five one hundredths (24.75) feet westerly from said center line, two hundred sixty-eight (268) feet measured on said center line of highway to the westerly right of way line of the Delaware & Hudson Company; thence southerly along said right of way line twenty-five and twenty-five one-hundredths (25.25) feet; thence northerly parallel to and fifty (50) feet westerly from said center line of highway one hundred and ninety-three and three-tenths (193.3) feet; thence northerly one hundred fifty-six (156) feet to the point of beginning.

Also beginning at a point which is twenty-four and seventy-five one hundredths (24.75) feet easterly at right angles from Station 4+34 on said center line of highway; southerly parallel to and twenty-four and two hundred sixty-eight (268) feet measured on said center line of highway to the westerly right of way line of the Delaware & Hudson Company; thence northerly along said right of way line twenty-three and twenty-five one hundredths (23.25) feet; thence northerly forty (40) feet to a point thirty-eight (38) feet easterly from the said center line of highway; thence northerly one hundred fifty-four (154) feet to the point of beginning.

Also beginning at a point which is twenty-four and seventy-five hundredths (24.75) feet southerly at right angles from Station 4+34 on said centerline of highway; thence southerly parallel to and twenty-four and seventy-five hundredths (24.75) feet westerly from said center line three hundred and fifty-eight (358) feet measured along said center line of highway; thence northerly two hundred and six feet (206) feet to a point forty-one (41) feet westerly from said center line of highway; thence northerly fifty-eight (58) feet to a point twenty-four and seventy-five one hundredths (24.75) feet westerly from

said center line; thence westerly forty-eight (48) feet to the easterly right of way line of the Delaware & Hudson Company; thence northerly along said right of way line twenty and twenty-five one hundredths feet (20.25) to the point of beginning.

Also beginning at a point which is twenty-four and seventy-five one hundredths (24.75) feet northerly at right angles from Station 4+34 on said center line of highway; thence easterly parallel to and twenty-four and seventy-five one hundredths (24.75) feet northerly from the center line of the new east and west highway, seventy-nine (79) feet measured along said center line of highway; thence westerly fifty-four (54) feet to the easterly right of way line of the Delaware & Hudson Company; thence southerly along said right of way line twenty-four and twenty-five one hundredths (24.25) feet to the point of beginning.

Also beginning at a point which is twenty-four and seventy-five (24.75) one hundredths feet southerly at right angles from Station 2+68 on the center line of the new east and west highway; thence westerly parallel to and twenty-four and seventy-five one hundredths (24.75) feet southerly from said center line one hundred and ninety-seven (197) feet measured along said center line of highway; thence southerly parallel to and twenty-four and seventy-five one hundredths (24.75) feet easterly from the center line of the new north and south highway, five hundred and twenty (520) feet measured along said center line of highway; thence northerly one hundred sixteen (116) feet to a point forty-five (45) feet easterly from said center line of highway; thence northerly two hundred forty-one (241) feet to a point eighty (80) feet easterly from said center line of highway; thence northerly seventy-eight (78) feet to a point seventy-eight (78) feet easterly from said center line of highway; thence northerly one hundred twenty-three (123) feet to a point forty-eight (48) feet easterly from said center line of highway; thence easterly one hundred seventy (170) feet to the point of beginning. All of the above described parcels of land containing two and twenty-one one hundredths (2.21) acres, more or less, and being shown colored red on the map hereto annexed.

IT IS HEREBY ORDERED AND ADJUDGED that the Delaware & Hudson Company pay said Isaac S. Sheldon the sum of TWO HUNDRED FIFTY DOLLARS, which we find to be the value of the land taken as above described, including therein all damages accruing to said Sheldon because of the taking of said land for said purpose.

Done at Rupert, this fifteenth day of November, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FRANK E. LANGLEY ET AL. VS. CENTRAL VERMONT RAIL-
WAY CO., MONTPELIER & WELLS RIVER R. R. AND
BARRE RAILROAD CO.

REPORT AND ORDER.

FRANK E. LANGLEY et al.	}	Hearing at Barre, July 3 and 30, 1907.
vs.		
Central Vermont Railway Co.,		
Montpelier & Wells River R. R. and Barre Railroad Company.		

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: E. L. Scott and Frank Martin, Attorneys for Petitioners. C. W. Witters, Attorney for Central Vermont Railway Company. H. C. Shurtleff, Attorney for Montpelier & Wells River R. R. and Barre R. R. Co.

REPORT

†

This is a petition by Frank E. Langley and ten other freeholders and residents of the city of Barre, against the Central Vermont Railway Company, the Montpelier and Wells River Railroad, and the Barre Railroad Company, alleging that the Central Vermont Railway Company has in the city of Barre a passenger station for the accommodation of passengers, and a freight depot for handling and

caring for freight; that the other defendants also have in said city a passenger station; that this station and the Central Vermont Railway Company's said passenger station are situated on contiguous land; and that neither of said stations or depots is sufficient for the purpose for which it is used.

And praying, First, that the Central Vermont Railway Company be ordered to build and maintain a suitable and sufficient passenger station, and a suitable and sufficient freight depot in said city. Second, that the Montpelier and Wells River Railroad, or the Barre Railroad Company, or both, be ordered to build and maintain a suitable and sufficient passenger station in said city. Third, that if this Board should determine that defendants should build and maintain a union passenger station, that they be ordered to do so. Fourth, that this Board fix such a time for the doing of any work ordered as will insure the completion thereof during the current year. Fifth, for general relief.

After due notice thereof, public hearings were had on this petition in the city of Barre, on July 3, and July 30, 1907.

From the evidence, including a careful inspection of the premises in question, we find that the passenger station maintained in the city of Barre by the Montpelier and Wells River Railroad and the Barre Railroad Company, though not pretentious, is reasonably sufficient and suitable for the accommodation of the public seeking to use those railroads, and that it would be unjust to order the construction of a union passenger station. But we are well satisfied and find that the passenger station of the Central Vermont Railway Company in the city of Barre is wholly unsuitable and insufficient, both in size, convenience, and sanitary appointments, for the proper accommodation of the travelling public in so large and thriving a community; that no amount of mere repairing of the present passenger station can remedy the existing needs; and that the public health and convenience demands that the Central Vermont Railway Company be required to construct a new passenger station in the city of Barre on the site and in the manner indicated in the following order. The matter of a freight depot is held for further consideration.

ORDER.

Upon the foregoing report, the Central Vermont Railway Company is hereby *ORDERED* to construct and maintain, on substantially the site of its present passenger station in the city of Barre, in the County of Washington, a new brick passenger station in accordance with the plans filed with this Board by said Company, marked "No. 11, R. W. S." (and which are made a part hereof), but with the following additions: All the windows shall have granite caps and sills, and all outside doors shall have granite caps and thresholds. There shall be a wash bowl in the men's toilet room, and the part of the waiting room marked on said plans, "General Entrance," shall be equipped with a drinking-water tap. Some suitable provision shall be made at the rear entrance to said station, either by extending the roof, or by some suitable structure, so as to afford a suitable shelter for teams delivering passengers. The roof on the side towards the city shall be constructed as shown on said plans for the roof on either side, or otherwise so constructed as to give the building a proper appearance in height. Suitable platforms shall be constructed about the building to the satisfaction of this Board. The building shall be equipped with an adequate heating plant, the plans and specifications whereof shall be first submitted to this Board for its approval. The interior of the building shall be finished to the approval of this Board, and the grounds surrounding the station shall be properly drained, graded, and grassed, all to the satisfaction of this Board.

Owing to various delays and hindrances it seems impracticable to construct this station during the current year, but it is hereby *ORDERED* that the work hereby required be completed on or before July 15, 1908.

Done at Newport this twenty-sixth day of November, 1907.

JOHN W. REDMOND,
ELI H. PORTER
S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF THE WHITE RIVER RAILROAD FOR PERMIS-
SION TO OPERATE ITS RAILROAD IN THE
CARRIAGE OF PASSENGERS.

ORDER.

This is a petition by the White River Railroad, alleging that since October 10, 1907, it has strengthened its track by installing 8,500 new ties; that the Ford Bridge and the bridge near Bethel are being wholly rebuilt, and that all of its bridges and trestles have been so reinforced and strengthened as to render the road safe for passenger traffic during the coming winter; that a large number of ties have been bought to be delivered on or before May 1, 1908, and will be installed as soon as frost is out of the ground; that the petitioner intends to construct four new bridges next spring in place of the "West Branch," "Messer," "Raceway," and "Whitcomb" bridges, and will proceed as rapidly as practicable to put the whole road in first class operating condition. And praying for permission to operate the White River Railroad for passenger traffic on and after December 1, 1907.

We are fully satisfied that the above recited allegations and representations are true, and therefore,

It is hereby ordered that, on and after December 1, 1907, till further ordered by this Board, the White River Railroad be, and hereby is, authorized to operate its railroad in the transportation of both freight and passengers.

Dated at Newport, this twenty seventh day of November, 1907.

JOHN W. REDMOND,
ELI H. PORTER
S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE BOSTON & MAINE RAILROAD vs. TOWN OF LYNDON.

ORDER APPROVING ACCOUNT OF THE TOWN OF LYNDON.

IN RE PETITION OF
DIRECTORS OF THE BOSTON
& MAINE RAILROAD.

v.

TOWN OF LYNDON.

ORDER APPROVING THE ACCOUNT OF THE TOWN
OF LYNDON.

Whereas the town of Lyndon has completed to our satisfaction the work that it was directed to do by our order in this case, dated August 21, 1907, for the elimination of the railroad-highway crossing at grade in said town that is described in said order; and

Whereas said town has filed with us an itemized statement of the expense incurred by it in doing said work, a copy of which is the following:

Statement of Expenditures account of Repairs and Improvements upon road (known as Hoffman Road) in the Town of Lyndon, Vermont, in accordance with order issued by Board of Railroad Commissioners of the State of Vermont August 21, 1907.

George W. Pierce, services

Selectman Super-
visor etc.

5 days @ \$2.00 \$10.00

E. H. Gray, services

Selectman,

2 days @ \$2.00 4.00

C. H. Hoyt, services

Selectman

1 day @ \$2.00 2.00

H. E. Hovey, services

1 day @ \$2.00 2.00

Chas. Rogers, services

surveyor

\$3.00 3.00

D. M. Silsby, team to

carry surveyor

.75

E. H. Gray, Foreman

laborer

28 days @ \$2.50 70.00

Joseph Hall, labor with team	28 days @ \$4.00	\$112.00
Treff Hall, labor with team	28½ days @ \$4.00	114.00
C. H. Gray, labor with team	28 days @ \$4.00	112.00
D. E. Esterbrooks, labor with two teams	10 days @ \$8.00	80.00
D. E. Esterbrooks, labor shoveler	5 days @ \$1.75	8.75
Paul Houghton, labor with team	12.1 days @ \$4.00	48.40
Elias Deos, labor with team	8 days @ \$.400	32.00
C. H. Bradshaw, labor with team	6½ days @ \$4.00	26.00
C. H. Fisher, labor shoveler	20 days @ 7½ hrs. \$1.75 9 hrs.	36.46
W. C. Dickerman, labor shoveler	26½ days @ \$1.75 9 hrs.	46.38
Wm. Dowland, labor shoveler	18½ days @ \$1.75 9 hrs.	32.38
Frank Williams, labor shoveler	12 days @ \$1.75 9 hrs.	21.00
G. T. Paige, labor shoveler	7 days 8 hrs. @ \$1.75 9 hrs.	13.79
H. N. Charland, labor shoveler	4 days 3 hrs. @ \$1.75 9 hrs.	7.49
J. H. Charland, labor shoveler	4 days 3 hrs. @ \$1.75 9 hrs.	7.49
Louis Hall, labor shoveler	1 day @ \$1.75 9 hrs.	1.75
H. G. Aldrich, labor shoveler	8 days 8 hrs. @ \$1.75 9 hrs.	15.56
Jas. Bell, labor shoveler	8 days 8 hrs. @ \$1.75 9 hrs.	15.46
Ira N. Grant, labor shoveler	9 days 7½ hrs. @ \$1.75 9 hrs.	17.20
B. O. Perry, labor shoveler	2 days @ \$1.75 9 hrs.	3.50

E. H. Tisdale, labor						
shoveler	5 days	3 hrs.	@ \$1.75	9 hrs.	\$	9.33
A. H. Tisdale, labor						
shoveler	1 day		@ \$1.75	9 hrs.		1.75
E. & Clarence Aldrich						
shoveler	28 days	3 hrs.	@ \$1.75	9 hrs.		49.01
Louis Perry, labor						
shoveler	14½ days		@ \$1.75	9 hrs.		25.38
Louis Perry, 5 cords of stone	@ \$1.00					5.00
Denis Guyer, for covering stone						5.00
John Greenwood, labor stone mason	5½ days	@ \$3.00				16.50
John Greenwood, labor shoveler	15 days	@ \$1.75				26.25
John Greenwood, for use of scraper						1.25
Use of town tools, road machine, shovels, picks, plows						
etc.						25.00
						\$1,007.83

And whereas said account has been approved by the Boston & Maine Railroad, and by the State's Attorney for Caledonia County, who, by direction of the Attorney General, appears for the State of Vermont in this case; and

Whereas we are satisfied that said account is reasonable and correct, we do hereby approve the same at the sum of Ten Hundred Seven Dollars and eighty three cents, (\$1,007.83); and do certify that, in accordance with our said order of August 21, 1907, the Boston & Maine Railroad should reimburse the town of Lyndon for 65 per cent. of said expense, namely;

That the State of Vermont should reimburse said town for 25 per cent. of said expense, namely	251.96
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And that said town should bear the remaining 10 per cent.	101.78
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\$1007.83

Done at Montpelier this eighteenth day of December, 1907.

JOHN W. REDMOND,
ELI H. PORTER
S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE LEAVING CARS SO AS TO OBSTRUCT VIEW OF R. R. TRACKS
AT CROSSINGS.

ORDER OF NOTICE FOR HEARING.

To the Corporations operating steams railroads in the
State of Vermont:—

You, and each of you, are hereby notified to appear before us, in our office in the Capitol at Montpelier in the county of Washington in the State of Vermont, on the fifteenth day of January, 1908, at two o'clock in the afternoon, to show cause if any you have, why we should not then issue an order that thereafter you, and each of you, and your successors and assigns in the operation of your respective roads in this State, leave no cars within five rods, (or such other distance that may be determined at said hearing), of any railroad-highway crossing at grade in this state, where to do so would obstruct the view to either side of such crossing of a traveller approaching the same along the public highway from either direction.

It is hereby ordered that on or before December 31, 1907, a duly certified copy hereof be sent by registered mail to the General Manager, or Superintendent, of each corporation operating a steam railroad in this State.

Done at Montpelier this eighteenth day of December, 1907.

JOHN W. REDMOND

ELI H. PORTER

S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

A full meeting of the several railroads was held, in accordance with the foregoing notice.

The Board refrained from issuing any immediate order in this matter, pending the promised attempt of the various railroads to remedy the evil of their own motion. We have noticed much improvement, and we are still withholding our formal decision in the matter.

RE SELECTMEN OF HIGHGATE vs. ST. JOHNSBURY & LAKE
CHAMPLAIN RAILROAD COMPANY.

ORDER.

IN RE SELECTMEN OF HIGHGATE

v.

ST. JOHNSBURY & LAKE CHAMPLAIN R. R.

ORDER APPROVING THE ACCOUNT OF THE
TOWN OF HIGHGATE

Whereas the town of Highgate has completed to our satisfaction the work that it was directed to do by our order in this case, dated July 10, 1907, for the elimination of the two railroad-highway crossings at grade in said town, that are described in said order; and

Whereas said town has filed with us an itemized statement of the expense incurred by it in doing said work, (except the item of the land damage to Mrs. George L. Stimets, which is in litigation), a copy of which statement is as follows:

First.	Land Damage,	
	Paid D. Langevin,	\$100.00
	“ A. P. Burdick,	75.00
	Mrs. Geo. L. Stimets, (Unsettled)	
Second.	Grading and Culverts,	503.04
Third	Gravelling	577.20
Total cost, not including Stimets land damage or expense of litigation,		\$1255.24

ITEMIZED AS FOLLOWS:

GRADING.

By paid Joseph Bergerin,	\$24.71
Alonzo Lackey,	19.11
Lewis Lucia,	29.47
Daniel O'Hear,	20.51

By paid Frank Riley,	\$ 23.31
Jerome Cota,	27.22
George Moore, self and team	54.42
Ralph Dunton, self and team,	50.83
L. W. McGowan, self and team,	69.00
Ed. Raymond, self and team	28.92
Fred Hakey,	13.65
Fred Greenia,	24.71
Charles Beyor,	11.90
Lucius Cota,	4.20
George Webster & Sons., for tile	101.08
Total cost of grading,	\$503.04

GRAVELLING.

By paid for 837 loads at .07c. per load	\$ 58.59
George Moore and team, drawing,	42.25
Ralph Dunton and team,	13.00
L. W. McGowan, self and team,	44.00
Frank Riley, self and team,	28.12
Miles Percey, self and team,	42.25
Alex Martin, self and team,	42.73
J. M. Firkey, self and team,	35.75
George Shoran, self and team,	19.50
Lawrence Mayo, self and team,	9.75
Ernest Bingham, self and team	23.56
Charles Barrett, self and team,	27.30
Clarence Mayo. self and team,	24.37
John Boss, self and team,	18.68
D. Langevin, self and team,	19.50
David Hoben, self and team	9.75
Joseph Webb, self and team,	9.75
Emery Brewer, self and team,	3.25
Joseph Bergeron,	8.40
Daniel O'Heere,	19.60
Lucius Cota,	1.40
Alonzo Lackey,	1.40
Jerome Cota,	16.50

By paid Lewis Lucia,	\$ 10.50
Julius Martell,	12.60
Heman Percey,	4.20
S. W. Russell,	12.75
J. S. Dunton,	11.00
E. H. Varney,	6.75
Total cost of gravelling,	\$577.20

And whereas said account has been approved by the St. Johnsbury & Lake Champlain Railroad Company, and by the State's Attorney for Franklin county, who, by direction of the Attorney General, appears for the State in this case; and

Whereas we are satisfied that said account is reasonable and correct, we do hereby approve the same at the sum of Twelve Hundred Fifty five Dollars and twenty-four cents, (\$1,255.24) ; and do hereby certify that, in accordance with our said order of July 10, 1907, the St. Johnsbury & Lake Champlain Railroad Company should reimburse the town of Highgate for 65 per cent. of said expenses, namely: \$815.91

That the State of Vermont should reimburse said town for 25 per cent. of said expenses, viz:	313.81
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And that said town should bear the remaining 10 per cent.	125.52
	\$1,255.24

Dated at Newport this 7th day of January, 1908.

JOHN W. REDMOND
ELI H. PORTER
S. HOLLISTER JACKSON

Board of Railroad Commissioners of the State of Vermont.

RE SELECTMEN OF TROY vs. CANADIAN PACIFIC RY. Co.,
MONTREAL & ATLANTIC RY. Co., NEWPORT &
RICHFORD R. R., Co.

REPORT AND ORDER.

SELECTMEN OF TROY
vs.
CANADIAN PACIFIC RAILWAY
COMPANY
MONTREAL & ATLANTIC RAILWAY
COMPANY
and
NEWPORT & RICHFORD RAILWAY
COMPANY

Hearing at Newport,
April 4, 1907.
December 27, 1907,
and at North Troy,
January 21, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: O. S. Annis, Attorney for petitioners.
F. E. Alfred, Attorney for Canadian Pacific Railway Com-
pany, Montreal & Atlantic Railway Company. Young and
Young, appeared for the Newport and Richford Railroad
Company and joined in the answer of the Canadian Pacific
Railway Company and the Montreal and Atlantic Railway
Company, but made no further appearance. E. A. Cook,
State's Attorney for the County of Orleans, for the State of
Vermont. None of the land-owners named in the petition
appeared.

REPORT.

This is a petition brought by the Selectmen of the town
of Troy against the Canadian Pacific Railway Co., the Mon-
treal and Atlantic Railway Company, and the Newport
and Richford Railroad Company, alleging that the Canadian
Pacific Railway Company operates the railroad extending
from the Canadian border through the towns of Troy and
Newport, which railroad is owned by the Newport &
Richford Railroad Company, a corporation existing under
the laws of Vermont; that said Montreal and Atlantic Rail-

way Company is a Canadian corporation, and is the lessee of said railroad from said Newport and Richford Railroad Company; that on said railroad in the town of Troy is a railroad-highway crossing at grade known as the "Manuel Crossing," and is the fourth grade crossing south of the crossing at the railroad station in the village of North Troy; that said crossing is high and dangerous, and a menace to all travel passing over it, and that public safety requires that said crossing be eliminated by the construction of an underpass in its stead.

After due notice thereof, several hearings were had on this petition. From the evidence, including a careful inspection of the locality by this Board, we find that the above recited allegations of the petition are true; that said crossing is so dangerous that public safety requires that it be eliminated by the construction of an underpass at the point and in the manner indicated in the following order.

ORDER.

The Canadian Pacific Railway Company is hereby ORDERED to eliminate the railroad-highway crossing at grade in the town of Troy in the county of Orleans and State of Vermont, known as the "Manuel Crossing," by constructing in lieu thereof an underpass beneath the railroad track, and diverting the present finished roadway in the public highway at that point as directed below. The diversion of the finished roadway in the public highway hereby directed, and the location of the underpass hereby ordered are accurately shown on the blue-print plan filed with this Board by said Canadian Pacific Railway Company, marked "R. W. S. No. 12," and which is hereby referred to and made a part hereof. The points indicated by letters in the following description are shown on said blue-print plan.

DESCRIPTION OF THE DIVERSION OF THE FINISHED ROADWAY IN SAID PUBLIC HIGHWAY HEREBY ORDERED.

Beginning at a point "A" on center line of Public Highway 130' north of intersection of centre line of Canadian Pacific Railway and the Public Highway; thence following a curved line in a south-westerly direction a distance of 20 ft. through an angle of $6^{\circ} 30'$ to point "B"; thence in a straight line S. $3^{\circ} 57'$ E. a distance of 83 feet to point "C"; thence following a curved line in a south-easterly direction a distance of 23 feet through an angle of $44^{\circ} 30'$ to point "D"; thence in a straight line S. $48^{\circ} 23'$ E. a distance of 16 feet at right angles to centre line of Canadian Pacific Railway to point "E"; thence following a curved line in a southwesterly direction a distance of 23 feet through an angle of $44^{\circ} 30'$ to point "F"; thence in a straight line S. $3^{\circ} 53'$ E. a distance of 100 feet to point "G"; thence following a curved line in a south-easterly direction a distance of 50 feet through an angle of 5° to point "H" to meet the centre line of the existing Public Highway a distance of 180 feet south of intersection of the centre line of the present Public Highway and the centre line of the Canadian Pacific Railway.

The above is a description of the center line of said diverted roadway, which shall be twenty feet wide throughout, including proper shoulders, but excluding ditches. Said finished roadway shall be properly crowned, drained and ditched, and surfaced with good gravel to the depth of one foot.

THE UNDERPASS.

As a part of said diverted roadway, and at the point where the above described center line thereof crosses the railroad, the Canadian Pacific Railway Company shall construct an underpass beneath the railroad in accordance with the following specifications:

The railroad embankment shall be removed so as to allow said diverted roadway to pass beneath the present

railroad tracks. Said tracks shall be supported on a *Canadian Pacific Standard Half Deck Plate Girder Bridge*, resting on *Canadian Pacific Concrete Abutments*, with Skew walls. The foundation of said abutment shall be carried down to a depth beneath the finished roadway sufficient to be safe from frost. The minimum clearance between the under surface of said girders and the crown of the finished roadway shall be *thirteen feet*. The clear width of the underpass, from face to face of the abutments, shall be *nineteen feet and six inches*.

The Canadian Pacific Railway Company, and its successors or assigns in the operation of the Newport and Richford Railroad, shall forever maintain said underpass, and keep said diverted roadway, within the limits of the right of way of said Newport and Richford Railroad Company, in good and sufficient repair and condition for public travel.

The work herein ordered shall be done to the satisfaction of this Board, and shall be completed on or before September 1, 1908.

All the expense properly incurred by the Canadian Pacific Railway Company in fulfilling this order, including the payment of land damages, if any, shall be paid by it, the State of Vermont, and said town of Troy, in the following proportions:

THE CANADIAN PACIFIC RAILWAY Co.	65 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE TOWN OF TROY.....	10 per cent.

It is further ORDERED that, within two weeks after the completion of the work herein ordered, the Canadian Pacific Railway Company shall file with the Clerk of this Board, *in triplicate*, an itemized statement of the expense incurred by it in fulfilling this order.

Done at Newport, this sixth day of February, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE BOSTON & MAINE R. R. VS. TOWN OF WINDSOR.

REPORT AND ORDER.

In Re Petition of the BOSTON & MAINE RAILROAD vs. TOWN OF WINDSOR.	}	Hearing at Windsor, March 24, 1908.
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Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: John Young, Attorney for Boston & Maine R. R. H. E. Folsom, Supt. of Boston & Maine R. R. E. R. Buck, Attorney for Town of Windsor. A. K. Hall, Bert E. Cole, Selectmen of Windsor. E. R. Buck, State's Attorney for the County of Windsor, for the State of Vermont.

The following named landowners, named in said petition, accept service of petition and appear, waiving all further notice of petition: C. A. Kavanaugh, George D. Clough, Michael McCarty, F. S. Hale, Chairman of Trustees of the M. E. Church in Windsor. F. S. Hale and E. R. Buck, Administrators of the Estate of J. C. Enright, deceased. Remi Facto

C. W. Witters, Attorney, and J. M. Morrison, Engineer and Superintendent of Structures, also appeared for the Central Vermont Railway Co.

REPORT.

This is a petition by the Boston & Maine Railroad, alleging that in the Village of Windsor, in the town of Windsor, in the County of Windsor, in this State, the public highway known as "Bridge Street" crosses the right of way of the railroad operated by the petitioner by an underpass beneath its railroad tracks; that the clear height of said underpass is less than ten feet; that in said Village, and about two hundred feet north of said underpass, a public highway crosses said railroad at grade, thereby forming one of the most dangerous grade crossings on the

railroad operated by the petitioner in Vermont, and which is rendered especially dangerous because teams with bulky loads are unable to go through said underpass, in consequence whereof such travel is diverted over said grade crossing. And praying that said grade crossing be eliminated by fencing the same against public travel, and by making such alterations in the highway and the railroad bridge at said underpass as to afford sufficient accommodation for public travel without using said grade crossing.

A hearing was had on said petition at Windsor on the twenty-fourth day of March, 1908, at which all parties interested appeared, as noted in the heading hereof, and waived further notice of said hearing, or more formal service of said petition.

From the evidence, including a personal examination of the location, we find that the above recited allegations of said petition are true; and that the public safety requires that said grade crossing be eliminated by fencing the same against public travel and by improving said underpass in the manner indicated in the following order, which is made with the consent and agreement of the Boston & Maine Railroad, The Central Vermont Railway Company, and the town of Windsor.

ORDER.

For the purpose indicated in the foregoing report, the Boston & Maine Railroad is hereby ordered to raise the railroad bridge spanning the underpass on the public highway in the village of Windsor, in the town of Windsor, Vermont, known as "Bridge Street", so that the entire under surface of said bridge shall be eighteen inches higher than it now is.

The town of Windsor is hereby ordered to depress said highway through said underpass so that, with the elevation of the railroad bridge above ordered, the clear height of said underpass, from the surface of the finished roadway to the under surface of the elevated railroad bridge, shall be at least twelve feet. Said town shall also properly ditch, drain, gravel, and crown said highway so

depressed through said underpass, and the approach thereto on each side thereof.

All the work herein ordered shall be done to the satisfaction of this Board, and shall be completed on or before July 1, 1908.

Upon the completion of the work herein ordered, it is hereby ordered that the railroad highway crossing at grade on "Durkee Street" in said Village, and about two hundred feet north of said underpass, be abandoned and discontinued. And the Boston & Maine Railroad, its successors and assigns in the operation of said railroad, are hereby ordered forever thereafter to fence and bar the same against public travel.

Within ten days after the completion of the work herein ordered to be done by them, respectively, the Boston & Maine Railroad and the town of Windsor shall file with this Board, in triplicate, itemized statements of the expense incurred by them, respectively, in fulfilling this order, together with vouchers for same.

All the expense properly incurred in fulfilling this order shall be borne by the State of Vermont, the town of Windsor, and the Boston & Maine Railroad, in the following proportions:

The State of Vermont twenty-five per cent.; the town of Windsor ten per cent., but not to exceed the cost of the work herein ordered to be done by it; and the remainder of said expense to be borne by the Boston & Maine Railroad.

Dated at Newport, this 26th day of March, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE CENTRAL VERMONT RY. CO. VS. TOWN OF DUMMERSTON.

ORDER APPROVING ACCOUNT OF TOWN OF
DUMMERSTON.

In Re Central Vermont Railway Co.

vs.

Town of Dummerston.

ORDER APPROVING THE ACCOUNT OF THE CENTRAL VERMONT
RAILWAY CO.

Whereas the Central Vermont Railway Company has completed to our satisfaction the work that it was directed to do by our order in this case dated July 31, 1907, for the elimination of the two railroad highway crossings at grade in said town of Dummerston, that are described in said order, and

Whereas said railway Company has filed with us an itemized statement of the expense incurred by it in doing said work a copy of which statement is as follows:

Statement of Expense of Elimination of Grade Crossings at West Dummerston, Vermont.

Engineering expense	\$42.05
8.3 days foreman @ \$3.25.....	26.98
326.0 days laborers @ \$2.00.....	652.00
17.0 days laborers @ \$1.75.....	29.75
	\$750.78

MATERIAL.

3 pcs. Y. Pine 8x12x18	432 ft.
1 pcs. Y. Pine 10x12x18	180 ft.
3 pcs. Y. Pine 3x10x18	135 ft.
2 pcs. Y. Pine 10x12x16	320 ft.
	1067 ft. @ \$33.50...\$35.74
Spruce Plank 3".....	960 ft.
20 pcs. Spruce 2x6x16	320 ft.
10 pcs. Spruce 2x7x16	186 ft.
6 pcs. Spruce 3x6x12	108 ft.
	1574 ft. @ \$21.75...\$34.23

6 Bolts $\frac{3}{4}$ "x16	@ \$	.11...	\$.66
50 Chestnut Posts; 8 ft. long	"	.14...	7.00
50 lbs. 40d. Wire Nails	"	.0325.	1.63
40 ft. 12" Akron Tile	"	.50...	20.00

Voucher in favor of Adin F. Miller.

Looking up records and copying deed;		
Lands of Leroy Wilder and Albert		
Fitts	\$	.50

Voucher in favor of G. E. Lyons Granite Co.

107 tons rubble @ \$. 50.....	\$	53.50
Use of derrick Nov. 1st to Nov.		
23rd., 19 days @ \$.50.....		9.50
1-6 ft. Platinum fuse.....		.05
$\frac{1}{2}$ lb. dynamite @ \$.40.....		.20
5 lbs. wedges and shims @ \$.16....		.80
7 drills (not returned) 14 lbs @		
\$.15		2.10
Freight on 107 tons rubble from		
Quarry to site of work, 6 cars		
@ \$8.00		48.00

Voucher in favor of Crosby & Parker.

For use of diaphragm pump, 10		
days @ \$.20.....		2.00

Voucher in favor of Albert Fitts.

For land damages as allowed by		
the Board of Railroad Commis-		
sioners		75.00

Supervision and use of tools, 5 per		
cent. of labor	\$112.62	403.53

\$1,154.31

Interest on \$1,154.31 for, say, 3		
months @ 6 per cent.....		17.31

\$1,171.62

And whereas said account has been approved by the selectmen of said Town of Dummerston and by the Attorney General of the State of Vermont, and

Whereas we are satisfied that said account is reasonable and correct, with the exception of the last item thereon reading as follows:

Interest on \$1,154.31 for, say, 3 months at 6 per cent. \$17.31" which item is hereby disallowed.

We do hereby approve said account at the sum of eleven hundred fifty-four dollars and thirty-one cents and do hereby certify that, in accordance with our said order of July 31, 1907, the Town of Dummerston should reimburse said Railway Company for 10 per cent. of said expense, namely\$115.43

That the State of Vermont should reimburse said Railway Company for 25 per cent. of said expense, namely 288.58

That said Railway Company should bear the remaining 65 per cent., namely..... 750.30

\$1,154.31

Dated at Newport this 6th day of April, 1908.

JOHN W. REDMOND,

ELI H. PORTER,

S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF MAYOR AND ALDERMEN OF THE CITY OF
BURLINGTON VS. RUTLAND RAILWAY COMPANY ET. AL.

REPORT AND ORDER.

In Re Petition of
MAYOR AND ALDERMEN
OF THE CITY OF BUR-
LINGTON

vs.

RUTLAND RAILROAD
COMPANY et. al.

Hearing at Burlington,
January 24, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: J. H. Macomber, City Attorney of
Burlington, for the petitioners. E. C. Mower, Attorney
for the Rutland Railroad Company. A. L. Sherman,
State's Attorney for Chittenden County, for the State of
Vermont.

C. W. Witters, Attorney for the Central Vermont Rail-
way Company which was named as a landowner, in said
petition, appeared and disclaimed that the Central Ver-
mont Railway Company is an interested landowner.

Landowners: Charles E. Allen, for Louise A. S. Al-
len. R. A. Cook, Treasurer of the Queen City Cotton
Company, for said Company. Julius Roland, not named
in petition, but interested as a landowner, appeared and
waived notice.

REPORT.

This is a petition by the Mayor and Aldermen of the
city of Burlington against the Rutland Railroad Company,
alleging that there is in the southern part of that city a
railroad-highway crossing at grade known as "Lakeside
Crossing", which is formed by a side track and the main
line of the Rutland Railroad Company crossing the pub-
lic highway at grade; that the track at said crossing is
largely concealed from the view of a traveller approach-

ing the same along said public highway, especially from the East, that said grade crossing is dangerous and that public safety requires an alteration thereof. And praying that we order said grade crossing eliminated by the construction of an underpass at that point for the accommodation of the highway travel.

After due notice thereof, a public hearing was had on this petition in the city of Burlington on January 24, 1908, with the appearances noted at the head hereof.

From all the evidence, including an inspection of the locality by this Board, we find that the above recited allegations of the petition are true; that said railroad-highway crossing at grade was created after the construction of the Rutland Railroad as now located, by the construction of the present highway across the railroad at grade, and is among the most dangerous grade crossings in Vermont on the line of the Rutland Railroad; and that public safety requires that said grade crossing be eliminated by the construction of an underpass at the point and in the manner indicated by the following order:

ORDER.

For the purpose indicated in the foregoing Report, the Rutland Railroad Company is hereby ordered to raise the sidetrack at the railroad-highway crossing at grade in the southern part of the city of Burlington, known as the "Lakeside Crossing", to the level of its main line at that place, and to construct an underpass at that point beneath its main line and the side track so elevated, so as to allow the public highway to go beneath said tracks. The location, structure, and dimensions of said underpass, the number and location of the concrete abutments, the drainage, width of highway, sidewalks, grading, the steel structure spanning the underpass, and other required details are all accurately shown on the set of blue print plans filed with this Board by the Rutland Railroad Company, marked "R. W. S. No. 14," and which is hereby referred to and made a part hereof.

The foundation of the abutments shall be carried down beneath the surface of the finished roadway a depth suffi-

cient to be unquestionably safe from frost. The minimum clearance between the lowest surface of the structure spanning the underpass and the crown of the finished roadway beneath, shall be at least thirteen feet. The clear width of the underpass traversed by the highway, from face to face of the abutments, shall be twenty-four feet, with properly curbed sidewalks in addition, all as shown on said blue-prints. The present highway shall be extended through said underpass, and such extension, and any of the existing highway disturbed by necessary excavation and grading shall have a finished macadam roadway twenty-four feet wide, suitably crowned and drained. The grade of the highway to the underpass from the East shall be six per cent., and from the West, seven per cent.

The Rutland Railroad Company, and its successors in the operation of said railroad, shall forever maintain said underpass, and the highway and approaches thereto that lie within the limits of its right of way, in good and sufficient repair for public travel.

All of the work herein ordered shall be completed on or before November 15, 1908, and done to the satisfaction of this Board.

Within ten days after the completion of the work herein ordered, the Rutland Railroad Company shall file with this Board, *in triplicate*, an itemized statement of the expense incurred by it in fulfilling this order.

All the expense properly incurred in fulfilling this order, including land damages, shall be borne by the State of Vermont, the city of Burlington, and the Rutland Railroad Company, in the following proportions:

THE STATE OF VERMONT.....	25 per cent.
THE CITY OF BURLINGTON.....	15 per cent.
THE RUTLAND RAILROAD COMPANY..	60 per cent.

Dated at Newport, this 15th day of May, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF ST. JOHNSBURY & LAKE CHAMPLAIN RAIL-
ROAD COMPANY VS. TOWN OF WOLCOTT, ET. AL.

REPORT AND ORDER.

In Re Petition of
ST. JOHNSBURY & LAKE
CHAMPLAIN RAILROAD
COMPANY .

vs.

TOWN OF WOLCOTT, et. al.

Hearing at Wolcott,
April 17, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: Harry Blodgett, Attorney for the St.
Johnsbury and Lake Champlain Railroad Co. F. G. Fleet-
wood and Roger W. Hulburd, Attorneys for the Town of
Wolcott. W. E. Tracey, State's Attorney for Lamoille
County, for the State of Vermont.

Landowner: C. E. Gifford.

REPORT.

This is a petition by the Directors of the St. Johns-
bury and Lake Champlain Railroad Company, alleging that
said Company owns and operates the St. Johnsbury and
Lake Champlain Railroad; that on the line of said rail-
road, between the villages of Potterville and Wolcott, in
the town of Wolcott, Vermont, and about 1640 feet East
of the railroad station at said Wolcott, is a railroad-high-
way crossing at grade known as the "Potterville Crossing";
that on the line of said railroad in said town of Wolcott,
about 700 feet East of said railroad station and about 940
feet West of said "Potterville Crossing", is another such
grade crossing known as the "East Elmore Crossing;" that
these two crossings are among the most dangerous grade
crossings on said railroad. And praying that both of
said crossings be eliminated by the construction of an un-
derpass beneath said railroad at a point about one hundred
feet West of said "Potterville Crossing", closing said "East

Elmore Crossing", and diverting through said underpass all travel now passing over either of said grade crossings.

After due notice thereof, a public hearing was had on said petition at Wolcott on April 17, 1908, with the appearances noted at the head hereof. From the evidence, including a personal inspection of the locality, we find that the above recited allegations of the petition are true, and that public safety requires that said "Potterville Crossing" be eliminated by the construction of an underpass at the point and in the manner indicated in the following order; but that such underpass would not reasonably accommodate the travel now passing over said "East Elmore Crossing," and that public convenience requires that said "East Elmore Crossing" be retained, notwithstanding the construction of such underpass.

ORDER.

For the purpose of eliminating said "Potterville Crossing" the St. Johnsbury & Lake Champlain Railroad Company is hereby ORDERED to construct an underpass beneath its track at a point about one hundred feet West of said Crossing.

The minimum clear height of said underpass, between the lowest surface of the railroad bridge spanning the same and the crown of the finished roadway beneath, shall be thirteen feet. The clear width of the underpass, from face to face of the abutments, shall be twenty feet. The abutments shall be of rubble masonry, with proper wing-walls, and shall be carried down beneath the surface of the finished roadway to a depth sufficient to make them unquestionably safe from frost. The railroad track spanning said underpass shall be carried on a plate girder bridge.

For the purpose of connecting said underpass with the highway now traversing said "Potterville Crossing", said Railroad Company is further ordered to lay out and construct the following described section of public highway: Commencing at a point two hundred and fifty feet (250.0') northerly from the center line of the St. Johnsbury & Lake Champlain Railroad and sixty feet (60.0') easterly from

the North-east corner of the house occupied by Charles Haskell, thence, South $6^{\circ} 45'$ West two hundred and fifty feet (250.0') to a point which is the center line of said Railroad and eighty-five feet (85.0') westerly from the center of said "Potterville Crossing"; thence twenty-five feet (25.0') on said tangent produced; thence on a curve having a radius of one hundred sixty-three feet (163.0') to the south and east about one hundred and fifty-eight feet (158.0'); thence, South $49^{\circ} 45'$ East one hundred and fifty feet, (150.0') to the center of the present travelled way.

The above description is of the center line of said new highway, which shall be three rods wide throughout, except within the limits of the underpass, and, together with any of the existing highway disturbed by necessary grading and excavation, shall have a finished roadway twenty feet wide, including proper "shoulders", but excluding ditches, shall be properly crowned, ditched, and drained and surfaced with good gravel to the depth of one foot. The grade of the approaches to said underpass, on either side, shall not exceed six per cent.

The location of said underpass and of said new highway are accurately shown on the blue print plan filed with this Board by said Company, marked "No. 15 R. W. S.", and which is hereby referred to and made a part hereof.

The St. Johnsbury & Lake Champlain Railroad Company, and its successors in the operation of said railroad, shall forever maintain said underpass, and the approaches thereto that lie within the limits of its right of way in good and sufficient repair for public travel.

Upon the completion of the work herein ordered, said "Potterville Crossing", at grade, shall be forever thereafter discontinued and abandoned, and the St. Johnsbury & Lake Champlain Railroad Company, and its successors in the operation of said railroad, is hereby ORDERED to forever thereafter fence and bar the same against public travel.

All the work herein ordered shall be completed on or before November 1, 1908, and shall be done to the satisfaction of this Board.

Within ten days after the completion of the work herein ordered, said Company shall file with this Board,

in triplicate, an itemized statement of the expense incurred by it in fulfilling this order.

All the expense properly incurred in fulfilling this order shall be borne by the Town of Wolcott, the State of Vermont, and the St. Johnsbury & Lake Champlain Railroad Company, in the following proportions:

THE TOWN OF WOLCOTT.....	10 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE ST. JOHNSBURY & LAKE CHAMPLAIN R. R. CO.....	65 per cent.

Done at Newport, this 23rd day of May, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF RUTLAND RAILROAD COMPANY VS. H. T.
BOOTH ESTATE, ET. AL.

In Re Petition of RUTLAND RAILROAD COMPANY vs. H. T. BOOTH ESTATE AND ST. PAUL'S EPISCOPAL CHURCH.	} Hearing at Ver- gennes, May 11, 1908.
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Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: H. H. Powers and P. M. Meldon, Attorneys for the Rutland Railroad Co. E. B. Flynn, Attorney for the H. T. Booth Estate and Mrs. H. T. Booth.

REPORT AND AWARD.

This is a petition by the Rutland Railroad Company against the estate of H. T. Booth, deceased, and St. Paul's Episcopal Church of Vergennes, Vermont, alleging that there is in the city of Vergennes on the petitioner's railroad two railroad-highway crossings at grade on the pub-

lic highway running from said city northerly and easterly into the town of Ferrisburg; that such proceedings were had in respect of said crossings that, on September 8, 1907, this Board ordered them to be eliminated by the construction of an underpass beneath the petitioner's road, and the construction of a section of public highway; that to fulfil said order it is necessary for the petitioner to take the following described land, situated in said city, owned by said Booth Estate, and in which said St. Paul's Episcopal Church claims an interest, namely:

Two certain pieces or parcels of land, situated in said city of Vergennes, in the County of Addison and State of Vermont, described as follows:

1st piece. Beginning at the point of intersection of the westerly line of Main Street and the southwesterly property line of the Rutland Railroad Company; thence N. 45° 13' W. 204.9 feet along said Rutland Railroad Company's property line; thence N. 42° 57' W. 206.4 feet along said Rutland Railroad Company's property line; thence N. 40° 41' W. 206.4 feet along said Rutland Railroad Company's property line; thence N. 38° 29' W. 206.4 feet to the northwesterly corner of station grounds of said Rutland Railroad Company; thence curving to the right on a curve with 192.25 feet radius, a distance of 248.0 feet to a point on said southwesterly property line of the said Rutland Railroad Company; thence northwesterly along said property line of said Rutland Railroad Company 64.0 feet thence curving to the left on a curve of 241.75 feet radius, a distance of 338.0 feet to a point distant, 49.5 feet S. 53° 17' W. from said northwesterly corner of station grounds of said Rutland Railroad; thence S. 38° 29' E. 208 feet parallel to said southwesterly property line of said Rutland Railroad; thence S. 40° 41' E. 208 feet parallel with said property line of said Rutland Railroad Company; thence S. 42° 57' E. 158.0 feet; thence curving to the right on a curve with a radius of 739.25 feet a distance of 449.0 feet to the said westerly line of Main St.; thence northerly along the said westerly line of Main St. 260 feet to place of beginning, containing 1.82 acres.

2nd piece. Beginning at the point of intersection of the northerly line of the city of Vergennes and the north-

easterly property line of the Rutland Railroad Company; thence southeasterly along said property line of said Rutland Railroad 250.0 feet to the northerly line of said Station grounds of said Rutland Railroad; thence northeasterly along said northerly line of station grounds 49.5 feet; thence northwesterly parallel with said northeasterly line of property of said Rutland Railroad Company 206.0 feet; thence N. $45^{\circ} 35'$ E. 43.0 feet to a point in said northerly line of city of Vergennes; thence S. $82^{\circ} 5'$ W. along said city line 102.0 feet to place of beginning, containing 29-100 acres.

Also one other piece or parcel of land, situate in the town of Ferrisburg, in the County of Addison and State of Vermont, described as follows:

Beginning at the point of intersection of the northerly line of the city of Vergennes, and the northeasterly property line of the Rutland Railroad Company; thence N. $45^{\circ} 35'$ E. 221 feet; thence N. $55^{\circ} 35'$ E. 50.7 feet; thence N. $45^{\circ} 35'$ E. 300.0 feet to a point distant 24.75 feet northerly from station 21 plus 0 of new highway, thence curving to the left on a curve of 475.25 feet radius a distance of 282.0 to a point on the westerly line of Main St.; thence southerly along said westerly line of Main St. 290.0 feet; thence curving to the left on a curve with radius of 65.25 feet, a distance of 128.0 feet to a point 24.75 feet southerly at right angles from said station 21 plus 0 of proposed new highway; thence S. $45^{\circ} 35'$ W. 300 feet; thence $35^{\circ} 35'$ W. 50.7 feet; thence S. $45^{\circ} 35'$ W. 138 feet to a point in said northerly line of the city of Vergennes; thence westerly along said northerly line of said City of Vergennes 102 feet to place of beginning, containing 1.15 acres.

And further alleging that the petitioner is unable to agree with the petitionees on the price of said land. And praying that this Board appoint a day for a hearing upon the necessity of taking said land, and appraise the same and award the petitionees such damages in the premises as they may be found to be entitled to, in accordance with the statute in such case made and provided.

After due notice thereof, a full hearing was had on said petition at said city of Vergennes on May 21, 1908, with the appearances noted at the head hereof.

From the evidence, including our inspection of the premises, we find that the above recited allegations of the petition are true, except that at said hearing it appeared that the only parties interested in said land at the present time are the Estate of H. T. Booth and Mrs. H. T. Booth; that before beginning this proceeding, the petitioner caused the above described land to be surveyed, and gave each petitionee a copy of said survey, which is the survey above recited; that it is necessary for the elimination of said grade crossings, for the fulfilling said order of this Board, dated September 18, 1907, (which is hereby referred to and made a part hereof) and for the public safety, that the petitioner take the land above described.

And as payment for said land, and in full for all damages of every kind for taking the same, and of constructing the required underpass and connecting section of public highway, said H. T. Booth Estate and Mrs. H. T. Booth are hereby adjudged and awarded jointly, as their interests may appear, the sum of FIVE HUNDRED DOLLARS.

Done at Newport, this 11th day of June, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF THE HOOSAC TUNNEL & WILMINGTON RAILROAD FOR PERMISSION TO OPERATE SUNDAY TRAINS
BETWEEN JUNE 22 AND OCTOBER 19, 1908.

ORDER GRANTING PERMISSION.

Upon the petition of the HOOSAC TUNNEL AND WILMINGTON RAILROAD, filed with this Board on May 30, 1908, permission is hereby granted said corporation to operate a Sunday Passenger train service over its railroad in Vermont, from Wilmington to the Massachusetts state line, during the period beginning June 22, 1908, and ending October 19, 1908. Said trains not to be run as ex-

cursion trains; to be run to Hoosac Tunnel, Massachusetts, under the authority of the Railroad Commissioners of Massachusetts, in connection with the summer service of the Boston and Maine Railroad; and the rates of fare on said trains shall in no case be less than those on the regular week day trains between same stations.

Done at Barre, Vermont, June 12, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF SELECTMEN OF THE TOWN OF NORTHFIELD
VS. CENTRAL VERMONT RAILWAY COMPANY, ET. AL.

REPORT AND ORDER.

In Re Petition of
SELECTMEN OF THE TOWN
OF NORTHFIELD
vs.
CENTRAL VERMONT RAIL-
WAY COMPANY et. al.

Hearing at Northfield,
May 6, 1908.

Present: Commissioners Porter and Jackson, and the Clerk.

Appearances: Charles Plumley, Town Agent, for the Town of Northfield. F. M. Carpenter, O. F. Preston and G. R. Andrews, Selectmen of the Town of Northfield. C. W. Witters, Attorney for the Central Vermont Railway Company.

Landowners: James Butterfield, J. F. Winslow.

REPORT.

This is a petition by the selectmen of the town of Northfield, Vermont, alleging that in said town on the line of the Central Vermont Railway, about five and one-half

miles South of the passenger station, there is a very dangerous railroad-highway crossing at grade, known as "Butterfield's Crossing", which should be eliminated by the construction of an overpass at that point. And praying that it be so eliminated.

After due notice thereof, a public hearing on said petition was had at said Northfield on May 6, 1908, with the appearances noted at the head hereof.

From the evidence, including our personal examination of the locality, we find that the above recited allegations of said petition are true; that said grade crossing is among the most dangerous on the line of the Central Vermont Railway in Vermont; and that public safety requires that it be eliminated by the construction of an overpass and a connecting section of public highway in the manner and locality indicated in the following order.

ORDER.

For the purpose indicated in the foregoing report, the Central Vermont Railway is hereby ORDERED to lay out and construct the following described connecting section of public highway, and, where the same crosses the railroad right of way and the brook, to construct, as a part of said highway, a bridge spanning said brook and right of way, in the manner described below.

The exact location of said connecting section of public highway, said overpass, and the portion of the existing highway hereinafter ordered to be abandoned, are accurately shown on the blue print plan filed with this Board by the Central Vermont Railway Company, marked "No. 17 R. W. S.", and which is hereby referred to and made a part hereof.

DESCRIPTION OF SAID CONNECTING SECTION OF PUBLIC HIGHWAY.

Beginning at a point in the center of the traveled portion of the existing public highway 123 feet southeasterly of the southeast corner of the school house and 176 feet northerly from the northwest corner of John F. Winslow's

barn; thence N. 55° 40' W. 328.3 feet; thence on a curve to right, radius 180.5 feet, 88.3 feet; thence on a tangent bearing N. 27° 40' West, 73.0 feet to a point in the center of the main track of the Central Vermont Railway; thence continuing on same tangent 52 feet; thence on a curve to right, radius 173.1 feet, 59.6 feet; thence on a tangent bearing North 8° 00' West, 31 feet; thence on a curve to left, radius 229.6, 47.5 feet; thence on a tangent bearing North 25° 20' West, 90 feet to a point in the center of the present traveled way.

The foregoing description is of the center line of said connecting section of public highway, which shall be of varying width, as shown on said blue print plan, but, except that part thereof consisting of the steel bridge forming said overpass, shall have a finished roadway twenty feet wide, graded on a rate of grade not to exceed ten per cent., properly crowned, ditched, and drained, and surfaced with good gravel to the depth of one foot, and protected where necessary by suitable guard rails.

OVERPASS.

Said connecting section of public highway shall be carried over the brook and the right of way of the Central Vermont Railway on a suitable steel bridge at an elevation such that the minimum clearance between its lowest surface and the top of the railroad rails shall be at least twenty-two feet. This highway bridge shall have a roadway at least sixteen feet wide, and the trusses, the floor and the supports shall each be designed to carry a live load of one hundred ponds per square foot of roadway, or a load of eight tons on axles spaced ten feet centers. The abutments of this overpass shall be of re-enforced concrete masonry, and of a size suitable to support said highway bridge and serve as retaining walls for the highway embankment, and shall be carried beneath the surface of the ground a distance sufficient to be unquestionably safe from frost.

The Central Vermont Railway Company, and its successors in the operation of said railroad, shall forever maintain said bridge and its abutments, and so much of said

connecting section of highway as is within the limits of its right of way, in good and sufficient condition for public travel.

The work herein ordered shall be completed on or before November 15, 1908, and shall be done to the satisfaction of this Board.

Upon the completion of the work herein ordered, that section of the existing public highway, including said Butterfield's grade crossing, that lies within the limits of the right of way of the Central Vermont Railway Company, shall forever thereafter be discontinued and abandoned, and said Company, and its successors in the operation of said railroad are ORDERED forever thereafter to fence and bar the same against public travel.

Within ten days after the completion of the work herein ordered, the Central Vermont Railway Company shall file with this Board, *in triplicate*, an itemized statement of the expense thereby incurred.

All the expense properly incurred in fulfilling this order, including the payment of any land damages, shall be borne by the Town of Northfield, the State of Vermont and the Central Vermont Railway Company, in the following proportions:

THE TOWN OF NORTHFIELD.....	10 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE CENTRAL VERMONT RAILWAY CO.	65 per cent.

Done at Newport, this 13th day of June, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF CENTRAL VERMONT RAILWAY CO. VS. TOWN
OF NORTHFIELD.

REPORT AND ORDER.

In Re Petition of CENTRAL VERMONT RAIL- WAY COMPANY vs. TOWN OF NORTHFIELD et. al.	}	Hearings at Northfield, April 16, 1908, and May 6, 1908.
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Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: C. W. Witters, Attorney for the Central Vermont Railway Company. Benjamin Gates, State's Attorney for the County of Washington, for the State of Vermont. Charles Plumley, Town Agent, for the Town of Northfield. F. M. Carpenter, O. F. Preston and G. R. Andrews, Selectmen of the Town of Northfield.

Landowners: James Cook, George Gonyon. Charles H. Clark, John Erickson and George W. Dole, not having received the statutory notice, appeared at the hearing and waived said notice.

REPORT.

This is a petition by the directors of the Central Vermont Railway Company against the Town of Northfield, Vermont, alleging that, in said Town, on the line of the Central Vermont Railway, about two and one-half miles South of the passenger station is a highly dangerous railroad-highway crossing at grade known as the "Blood Crossing", which ought to be eliminated by the construction of an overpass, and praying that it be so eliminated.

After due notice thereof, hearings were had on this petition at Northfield on April 16, 1908, and on May 6, 1908, with the appearances noted at the head hereof.

From the evidence, including our personal examination of the locality, we find that the foregoing recited allegations of the petition are true, that said grade

crossing is among the most dangerous crossings on the line of the Central Vermont Railway Company in Vermont, and that public safety requires, (and after conference all interested agree) should be eliminated by the construction of a connecting section of public highway between the points, along the line, and in the manner indicated in the following order:

ORDER.

For the purpose indicated in the foregoing report, the Central Vermont Railway Company is hereby ORDERED to lay out and construct in the Town of Northfield in the County of Washington and State of Vermont, the following described connecting section of public highway: Beginning at a point on the center line of "Bull Run Road", so called, and at the intersection of said road and a road that leads to George Gonyon's place near said "Blood Crossing", said starting point being further described and marked by a granite monument set in the ground; thence by magnetic needle of this date South $76^{\circ} 30'$ West a distance of one hundred and fifty (150) feet; thence deflecting $8^{\circ} 45'$ to the right and running South $85^{\circ} 15'$ West a distance of (375) three hundred and seventy-five feet; thence deflecting $22^{\circ} 53'$ to the left and running South $62^{\circ} 22'$ West a distance of four hundred and ninety-three (493) feet; thence deflecting $12^{\circ} 38'$ to the right and running South $75^{\circ} 00'$ West a distance of three hundred eighty-six (386) feet; thence deflecting $15^{\circ} 35'$ to the right and running North $89^{\circ} 25'$ West a distance of two hundred and nine (209) feet; thence deflecting $51^{\circ} 15'$ to the right and running North $38^{\circ} 10'$ West a distance of two hundred eighty-eight (288) feet to a point on the old road leading past George Dole's and across said "Blood Crossing" to the Roxbury and Northfield main highway.

The above description is of the center line of said connecting section of public highway, which shall be three rods wide throughout, and shall have a finished roadway twenty feet wide, including "shoulders" but excluding ditches, shall be properly ditched and drained, and sur-

faced with good gravel to the depth of one foot, with grades not to exceed 12.53 per cent.

The location and grading of said section are accurately shown on the blue print plan filed with this Board by the Central Vermont Railway Company, marked "No. 18 R. W. S." and which is hereby referred to and made a part hereof.

The work herein ordered shall be completed on or before November 15, 1908, and done to the satisfaction of this Board.

Upon the completion of the work herein ordered, said "Blood Crossing" and that portion of the existing highway that lies within the limits of the right of way of the Central Vermont Railway Company, shall forever thereafter be discontinued and abandoned, and said Company and its successors in the operation of said railroad, are hereby ORDERED forever thereafter to bar and fence the same against public travel.

Within ten days after the completion of the work, the Central Vermont Railway Company is hereby ORDERED to file with this Board, *in triplicate*, an itemized statement of the expense thereby incurred.

All the expense properly incurred in fulfilling this order shall be borne by the Town of Northfield, the State of Vermont, and the Central Vermont Railway Company, in the following proportions:

THE TOWN OF NORTHFIELD.....	10 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE CENTRAL VERMONT RAILWAY CO.....	65 per cent.

Done at Newport, this 13th day of June, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF RUTLAND RAILROAD COMPANY VS. TOWN
OF ALBURGH, ET. AL.

REPORT AND ORDER.

In Re Petition of RUTLAND RAILROAD COMPANY vs. TOWN OF ALBURGH, et. al.	}	Hearing at Alburg, May 14, 1908.
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Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: H. H. Powers, General Counsel for the Rutland Railroad Company. John Hawrican, State's Attorney for the County of Grand Isle, for the State of Vermont. O. O. Bell, E. M. Therion and Jackson Reynolds, Selectmen of the town of Alburgh.

Landowners; A. L. Tacey, appeared for William Tacey.

REPORT.

This is a petition by the Rutland Railroad Company, alleging that on the petitioner's railroad in the town of Alburgh, and about two and one-half miles North of the Isle La Motte passenger station, there are two railroad-way crossings at grade, which public safety requires to be eliminated by the construction of a connecting section of public highway, and praying that they be so eliminated.

After due notice thereof, a public hearing was had on this petition at Alburgh on May 14, 1908, with the appearances noted at the head hereof.

From the evidence, including our personal examination of the locality, we find that the above recited allegations of the petition are true; that said grade crossings are among the most dangerous on the petitioner's railroad in Vermont; and that public safety requires that they be eliminated by the construction of the connecting section of public highway described in the following order.

ORDER.

For the purpose indicated in the foregoing report, the Rutland Railroad Company is hereby ORDERED to lay out and construct in the town of Alburgh in the County of Grand Isle and State of Vermont, the following described connecting section of public highway.

Beginning at a point in the center line of the existing highway distant 150 feet, measured southeasterly along the center line of said highway, from the center line of main track of the Rutland Railroad Company at the south crossing; thence northerly across property of Wm. McGregor, on a curve to the right with a radius of 150 feet, a distance of 137 feet to a point distant 24.75 feet easterly at right angles from said easterly right of way line across the property of said Wm. McGregor a distance of 550 feet, to division line between property of the said Wm. McGregor and Wm. Tacey; thence northerly parallel to and distant 24.75 feet, easterly at right angles from said easterly right of way line of said Rutland Railroad Company across the property of Wm. Tacey, a distance of 763 feet to a point in the center line of the existing highway 170.0 feet northeasterly from the center line of said Rutland Railroad Company at the existing North crossing.

The above description is of the center line of said connecting section of public highway, which shall be three rods wide throughout; the westerly line thereof to be the easterly right of way line of the Rutland Railroad, and the easterly line of said highway to be a line parallel and 24.75 feet easterly at right angles from the above described center line.

Throughout said connecting section of public highway, and along the easterly line thereof, shall be constructed a finished roadway twenty feet wide, the fill therefor being so high as to be unquestionably safe from high water; said roadway shall be substantially and thoroughly constructed, shall be properly crowned and drained, and surfaced with good gravel to the depth of one foot, and provided with good guard rails along the embankments thereof.

The location of said public highway is accurately shown on the blue print plan filed with this Board by the Rutland Railroad Company, marked "No. 16 R. W. S.", and which is hereby referred to and made a part hereof.

The work herein ordered shall be completed on or before November 1, 1908, and shall be done to the satisfaction of this Board.

Upon the completion of the work herein ordered, said two railroad-highway crossings at grade, and that portion of the existing highway lying westerly of the easterly right of way line of the Rutland Railroad, and between said crossings, shall forever thereafter be discontinued and abandoned. And the Rutland Railroad Company, its successors and assigns in the operation of that railroad, are hereby ORDERED forever thereafter to fence and bar said crossings against public travel.

Within ten days after the fulfillment of this order, the Rutland Railroad Company is hereby ORDERED to file with this Board, *in triplicate*, an itemized statement of the expense thereby incurred, including the payment of any land damages.

All the expense properly incurred in fulfilling this order, including the payment of land damages, shall be borne by the Town of Alburgh, the State of Vermont, and the Rutland Railroad Company, in the following proportions:

THE TOWN OF ALBURGH.....	10 per cent.
THE STATE OF VERMONT.....	25 per cent.
THE RUTLAND RAILROAD COMPANY...	65 per cent.

Done at Newport, this 13th day of June, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PETITION OF BOSTON & MAINE RAILROAD VS. TOWN OF
FAIRLEE, ET. AL.

REPORT AND ORDER.

In Re petition of BOSTON & MAINE RAILROAD vs. TOWN OF FAIRLEE, et. al.	} Hearing at Fairlee, June 23, 1908.
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Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: John Young, Attorney for Boston &
Maine R. R. H. E. Folsom, Superintendent, Boston &
Maine R. R. March M. Wilson, State's Attorney for the
County of Orange, for the State of Vermont. James Bren-
nan and F. W. Pierce, Selectmen of Fairlee.

REPORT.

This is a petition by the Boston & Maine Railroad
against the town of Fairlee, Vermont, alleging that in said
town, on the railroad operated by the petitioner at or near
a place called Fairlee Mountain, are two railroad-highway
crossings at grade, which are among the most dangerous
grade crossings on the line operated by the petitioner in
Vermont, and which ought to be eliminated by the construc-
tion of a specified connecting section of public highway;
and praying that they be so eliminated.

After due notice thereof, a public hearing was had on
this petition at said Fairlee on June 23, 1908, with the ap-
pearances noted at the head hereof.

From the evidence, including our personal examin-
ation of the locality, we find that the above recited allega-
tions of the petition are true, and that public safety re-
quires that said two grade crossings be eliminated by the
construction of the connecting section of public highway
described in the following order, which is the highway
recommended in said petition for that purpose, and the
Boston & Maine Railroad at said hearing having consented
thereto, waiving any land damages:

ORDER.

For the purpose indicated in the foregoing report, the Boston & Maine Railroad is hereby ORDERED to lay out and construct in the town of Fairlee, Vermont, on the west-erly side of the railroad track operated by it, the following described connecting section of public highway:—

Beginning at a point in the center of the existing public highway, which is 150.0 feet southerly from the south-west corner of the water tank, and which is 28.5 feet west from the center of said railroad track; thence, running northerly 1027.5 feet to a point which is 64.0 feet west from the center of said railroad track; thence, running northerly 212.5 feet to a point which is 53 feet west from the center of said railroad track; thence, running northerly 193.5 feet to a point which is 31.5 feet west from the center of said railroad track; thence, running northerly 317.5 feet to a point which is 61.5 feet west from the center of said railroad track; thence, running northerly 214.0 feet to a point which is 58.0 feet west from the center of said railroad track; thence, running northerly 390.0 feet to a point which is 54.5 feet west from the center of said railroad track; thence, running northerly 200.0 feet to a point in the center of the highway, which is 28.0 feet west from the center line of said railroad track and a short distance northerly of the most northerly of said two highway grade crossings. All measurements from the center line of said railroad track west are to be made at right angles to the center line of said railroad track at that point. The said highway to be one rod wide on the east side and two rods wide on the west side of the above described line.

Said highway shall have throughout a finished roadway twenty feet wide, exclusive of ditches, but including "shoulders," shall be properly crowned, ditched and drained, surfaced with good gravel to the depth of one foot, and supplied with good railings at embankments. The location of said highway and the required grading and filling is shown on a blue print profile filed with this Board by the Boston & Maine Railroad, marked "R. W. S. No. 22" and which is hereby referred to and made a part hereof. The

center of said roadway shall not be nearer the track than the line described in the foregoing survey.

All the work herein ordered shall be completed on or before December 1, 1908, and shall be done to the satisfaction of this Board.

Upon the completion of the work herein ordered, said two grade crossings, and all of the existing public highway on the easterly side of the railroad track lying between those crossings, shall forever thereafter be discontinued and abandoned; and the Boston & Maine Railroad, and its successors in the operation of said railroad, are hereby ordered forever thereafter to fence and bar said crossings against public travel.

Within ten days after the completion of the work herein ordered, the Boston & Maine Railroad shall file with this Board, in triplicate, an itemized statement of the expense thereby incurred.

All the expense properly incurred in fulfilling this order shall be borne by the Town of Fairlee, the State of Vermont and the Boston & Maine Railroad, in the following proportions:—

THE TOWN OF FAIRLEE.....	10 per cent.
	(but not to exceed \$600.)
THE STATE OF VERMONT.....	25 per cent.
THE BOSTON & MAINE RAILROAD.....	65 per cent.

Done at Newport, this 30th day of June, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

FORMAL COMPLAINTS DISPOSED OF BY AGREEMENT.

1. On Jan. 9, 1907, a formal complaint was filed with us by William Marr and sixteen other freeholders of the city of Barre, complaining that the Central Vermont Railway Co. would not furnish proper shifting engine and shift-

ing facilities and proper transportation facilities for transporting granite from the city of Barre. A subpoena was duly issued against the Central Vermont Railway Company.

On March 14, 1907, an agreement was filed with us signed by the Central Vermont Railway Company, wherein that corporation agreed that it would fully comply with the petitioners' demands as set forth in their petition, and that upon failure to do so, the petitioners shall have the right, by giving the petitionee ten days notice thereof, to proceed with the petition. Since that time nothing further has been done in the matter, and we understand that the Central Vermont Railway Company has satisfied the demands of the petitioners.

2. On February 5, 1907, a petition was filed by T. M. Keith and other residents of Barnet, Vermont, against the Boston & Maine Railroad, asking that the petitionee be ordered to install an electric signal at the railroad highway crossing south of the passenger station in the village of Passumpsic in said town. Hearing on this petition was duly fixed for February 28, 1907. Later by agreement of all parties the case was continued to May 15, 1907.

On May 6, 1907, we received notice from the Boston & Maine Railroad that the electric signal asked for by the petition had been duly installed and was in working order, and on May 13, the attorney for the petitioners asked to have the case discontinued.

II. INFORMAL COMPLAINTS AND OTHER INFORMAL MATTERS.

No. 1.

Complaint, on December 21, 1906, by Charles S. Chase and 29 other passengers on the Central Vermont train No. 18, that said train filled with passengers was left standing at White River Junction for two hours without heat, with thermometer 23 degrees below zero; and that this was a common occurrence. Upon informal investigation, we found the complaint well founded; and that the conditions complained of were due to the carelessness of the night crew. The management immediately took such action in the mat-

ter as has cured the evil; and there has been no further difficulty in that respect.

No. 2.

Complaint, on December 29, 1906, by George H. Cross & Co. of St. Johnsbury, in behalf of themselves and others that, with exasperating frequency, the Boston & Maine passenger train from the North, due at Wells River at 9:40 a. m. was over an hour late, with the result that passengers missed their connections over the Wells River Railroad. This we took up with the two connecting roads; found the complaint well founded; and the managements took such action that no further complaints were heard.

No. 3.

Complaint, on January 19, 1907, by the Burlington Grocery Company that they are unable to get prompt delivery of goods to points on the Central Vermont Railway; that it took from 5 to 10 days to get goods from Burlington to Montpelier, a distance of 40 miles. An informal investigation revealed the truth of this complaint, the disagreeable condition being largely due to the congested freight traffic then prevailing and the lack of necessary equipment. But the management of the Railroad took such measures that the condition complained of was soon remedied, and further complaint obviated.

No. 4.

On January 16, 1907, a letter was received from Hon. John W. Titcomb, Assistant in Charge of Division of Fish Culture, Bureau of Fisheries, Washington, D. C. asking the Board to make a ruling as to whether railroads may give free transportation to messengers in charge of live fish while being transported by railroads for use in the waters of Vermont.

The Board advised Mr. Titcomb that it was the intent of the law to permit railroad companies to give free transportation to necessary caretakers of live animals and

perishable fruit; and that, in the opinion of the Board, it comes within the spirit, if not within the letter, of the law, to interpret it as allowing railroads to give free transportation to care takers of live fish sent out by the Bureau of Fisheries for the purpose of stocking the waters of the State of Vermont.

No. 5.

On January 29, 1907, the Woodstock Railway Company requested the Board to make a ruling regarding the right of railroads to sell tickets at reduced rates to those attending conventions, etc., without giving thirty days notice.

The Board advised the Railway Company that the law (No. 122, Acts of 1906) was not intended to interfere with the right of railroad companies to grant the customary low rates for excursions. The law, in substance, provides that tariff rates shall be published and that these published rates shall not be *raised* without thirty days notice, but when an excursion rate is given, it is *lower* than the published rate, and that in the opinion of the Board, the custom of granting excursion rates is not within the law above referred to.

No. 6.

Complaint, in January 1907, by the Reynolds Real Estate Company of Burlington, calling attention to frequent delays on the Burlington & Lamoille Division of the Central Vermont Railway, due to the fact that the locomotive in use was wholly inadequate and frequently breaking down. The same complaint was made by W. E. Tracy, State's Attorney, of Lamoille county, and by many others. This matter was taken up informally with the officers of the Central Vermont Railway Company. It was found that the public were fully justified in complaining, and that the locomotive in use was not adequate. After much effort, we succeeded in procuring a locomotive that was suitable to the required service, and further complaint in that respect was thereby obviated.

No. 7.

In January 1907, the matter having been brought to the attention of the Board about the lack at Essex Junction of someone to announce trains and guide passengers as to what train they should take, the matter was taken up with the Central Vermont Railway Company by correspondence, and the Company was asked if it would supply a train director at this station.

A letter was received from the Railway Company on January 26, 1907, stating that they had given this question a great deal of consideration, the former Board having taken the matter up several times; that they had placed train signs on each train, showing where the train was bound and in addition that conductors have instructions to call out trains in the waiting rooms and also on the station platforms. But if the Board believed that they should have a train director they would put one on without further protest.

The Railway Company soon after the date of the above letter, placed a train director at Essex Junction, much to the satisfaction of the travelling public.

No. 8.

On February 4, 1907, a letter was received from F. W. Morse, General Freight and Passenger Agent of the Montpelier and Wells River Railroad, stating that said railroad had always granted a reduced rate to students in attendance at the Montpelier Seminary, Montpelier, Vt., and Goddard Seminary at Barre, Vt., issuing them a certificate allowing them to purchase tickets between Montpelier and Barre and their homes (if located on said railroad) at a rate of two cents per mile.

Mr. Morse was advised by the Board that the present law is in no wise different in respect of the matter referred to than was the law before the last session of the Legislature; that if he could lawfully issue special rate tickets to these students before the last Legislature, he could do so now.

No. 9.

On March 1, 1907, a complaint was received from Boswick & Goodell, manufacturers of specialties, wood novelties, etc. at Jericho Center, alleging that on account of inadequate quarters for the reception of freight, their goods had to be piled outside of the freight shed; that the freight train during the week of February 16-23, 1907, on two trips did not stop at the station at Jericho; that they had goods which were held over the week of Feb. 16-23 without cause; that the general demoralization of the Central Vermont freight business was getting to be unbearable, and demanding that the matter be investigated.

This matter was at once taken up with the railroad officials, the complaint found to be true, and such measures were taken by the railroad management as to remedy the irregular freight service complained of.

No. 10.

On February 2, 1907, a petition was filed by March M. Wilson, State's Attorney, for Orange County, alleging that the Central Vermont Railway Company for the month preceding the date of said petition (January 31, 1907) had failed to provide proper and adequate freight facilities for the town of Randolph, causing great loss and inconvenience to the merchants of said town; and said Railway Company had without proper cause failed to operate the passenger trains on schedule time; that said passenger trains had been run and managed in a shiftless and negligent manner to the great inconvenience of the public; and that said Railway Company did not provide proper and adequate passenger service for the said town of Randolph; and requested that this Board examine into the several matters complained of and take such action to remedy the wrongs above set forth, as to the Board seemed just and reasonable.

This matter was informally taken up with the management of the Central Vermont Railway Company, and such correspondence was then had between this Board and that Company, and between it and the petitioner, and the Railway Company took such measures to remedy the conditions

complained of, that the petitioner requested that his petition be withdrawn.

No. 11.

Complaint, on January 31, 1907, by Walter E. Jones, a merchant at Waitsfield, as to the inadequate freight service on the Central Vermont Railway between Burlington and Middlesex; that freight leaving Burlington January 18, had not arrived in Middlesex January 30.

This matter was informally taken up with the railroad management, in connection with numbers of such well-grounded complaints current at that time, due largely to the congested traffic condition; and the railroad took such action in the matter that the local freight service all along its line was very much improved, and this complainant satisfied.

No. 12.

Early in January 1907, a letter was received from the secretary of the Granite Workers' Union, in Barre, Vt., complaining that the special rates to workmen which had hitherto been granted by the Barre & Montpelier Power & Traction Company had been discontinued. Complainant was advised by the Board that if the Company was charging exorbitant rates, the best way to have the matter brought to the attention of the Board was to have a proper petition presented and that if it appeared that his allegations were true, the Board had power to grant a remedy.

On February 27, 1907, this same matter was brought to the attention of the Board by a letter from the Jones Brothers Company, granite manufacturers at Barre, in which letter it was stated that previous to January 1, 1907, the electric railway company had issued what was called a Workman's Ticket at a reduced rate, good for passage only on specified cars; that these tickets were on sale to everyone, but after the date above named, they were withdrawn by the Company, their claim being that they were compelled to do so on account of the law passed by the Legislature in 1906 making such reduced rate tickets discriminatory; that the plant of complainants is situate about one mile from the post office and it is a great hardship for the men to

walk to their work; that they employ between 400 and 500, and the situation was seriously interfering with their business; that the workmen would not ride on the street cars; consequently their best men were leaving and receiving positions nearer the center of the city where their walk would be very short, and that if the situation continued, it would mean that their firm would be compelled to employ only common help which would necessitate their going out of business.

The Board thereupon advised the Barre & Montpelier Power & Traction Company as to the complaint of Mr. Mutch and also as to the Jones Brothers Company, and advising the Electric Company that it had a perfect right to issue Workman's Tickets, so called, at a reduced rate, even though such tickets were good only on specified cars, or during specified hours provided that the schedule of such reduced rate tickets were posted as provided by law, and provided further that they were available, upon the conditions and terms specified, to everybody.

It was understood that soon after the receipt of the above letter from this Board, the electric road again issued these Workman's Tickets as they had heretofore done.

No. 13.

In March 1907, the Central Vermont Railway filed with this Board tariff sheet "V. R. C. No. 45, supplement to No. 6" in which a rate was given of 9c per 100 lbs from Burlington to Bellows Falls. At the bottom of the sheet this clause was added: "Rate Burlington to Bellows Falls will be 7½ cents per 100 lbs. and is made to meet competition and will not apply from and to intermediate points."

This was called to the attention of the Central Vermont Railway Company as being in violation of V. S. 3901 which reads as follows: "A railroad corporation whose railroad is located in the State shall not charge a larger sum for freight, merchandise, or passengers thereon for a less distance to and from a way station on said road, than is charged for a greater distance, * * * *"

The railway company informed the Board that the rate had been made under the existing Interstate Commerce

law, which allows a discrimination to be made where the element of competition enters into the matter. They agreed, however, that the Vermont Statute, quoted above made no exceptions, and that they would check over their entire schedule and if discrimination had been made within the State, they would revise such rates so as to bring them within the law.

No. 14.

In April, 1907, a letter was received from the Vermont Printing Company of Brattleboro, stating that the Central Vermont Railway had charged them 44 cents on 100 lbs. from Brattleboro to Norwood, Mass., and 27 cents on 100 pounds from Boston, Mass. to Brattleboro; that as Norwood is only a short distance from Boston, they had made complaint of an overcharge on shipments from Brattleboro to Norwood, and that the General Freight Agent had given as a reason that there is no through freight rate from Brattleboro to Norwood. Complainants asked if this was a matter to be brought before this Board, or the Interstate Commerce Commission, and asking how to proceed further in the matter.

Complainants were informed that this Board has no jurisdiction to compel a through rate from Brattleboro to Norwood; that the route from Brattleboro to Fitchburg is over the Boston & Maine Railroad and the Central Vermont Railway, two corporations over which this Board has jurisdiction, but between whom there evidently is now a joint through rate between Brattleboro and Fitchburg; that from Fitchburg to Norwood is over the N. Y., N. H. & H. R. R., and over this last named corporation this Board has no jurisdiction, as it operates no road in Vermont, and that the only way complainants could get relief would be to apply either to the Massachusetts R. R. Commission, or to the Interstate Commerce Commission.

No. 15.

In April, 1907, we received a letter from the Attorney of the Central Vermont Railway Company, asking a ruling as to whether that Railway could legally give free trans-

portation between Waterbury and Richmond, to a caretaker of the milk of the Vermont Condensed Milk Company, located at Richmond, which milk was collected at the several intervening stations. We answered that we did not have so much trouble with that question as with the fact, incidentally revealed by the letter, namely, that the Railway Company had a contract with the Milk Company whereby the Railway was to carry all milk tendered it during the year by the Milk Company, regardless of the amount, for \$2,500; and calling attention that this contract gave the Milk Company a special rate, not available to the general public, thereby infringing V. S. 3902, and Sec. 2, No. 122, Acts 1908.

The Attorney of the Railway answered, acknowledging the infirmity referred to, saying he knew nothing of the contract, till after it was made, and indicating that it should be cancelled.

No. 16.

In answer to an inquiry made in March, 1907, by the Rutland Railway Light & Power Co., the Board held that electric street railway companies were unquestionably within the provisions of Secs. 1 and 2, No. 122, Acts 1906, relating to free transportation and the posting and filing of tariffs.

No. 17.

In response to an inquiry from the Rutland Railway Light & Power Company, dated March 30, 1907, we held that it would be illegal for that company to transport groups of school children over its road and return, free of charge, thereby giving them a pleasure trip as the company's guests.

No. 18.

In response to a letter from the Vermont Fish and Game Commissioner, dated March 20, 1907, this Board, on April 4, 1907, held that railroads might lawfully give free transportation to caretakers of live fish sent out by the Vermont Department of Fisheries and Game for the purpose of stocking the waters of this State.

No. 19.

Complaint in March, 1907, by Frary Company of Essex Junction, that they could not procure cars seasonably to be placed for loading at their factory. The matter was satisfactorily adjusted by correspondence.

No. 20.

On May 12, 1907, a letter was received from Hon. Edward H. Deavitt, Counsel for the Barre & Montpelier Traction & Power Company, stating that the regular rate of fare on the electric railroad of said company is five cents, and that they desired to carry the children of the public and parochial schools, in Montpelier, upon cars running at the same time every day, at the rate of 3½ cents and to put the system into operation by selling a certain number of tickets at a sum which would amount to this rate; that these tickets are sold through the school teachers to the scholars, and while the rate would carry all children between certain ages whether school children or not on these particular cars, provided they had these tickets, the tickets are procured only through the schools, as above stated; and asking the Board whether this would be a violation of the law.

On May 12, 1907, we informed Mr. Deavitt that there is no reason why said Company cannot issue the reduced rate tickets described in Mr. Deavitt's letter, even though they are limited to children between certain named ages and to be good only between certain hours, or on certain cars; provided, that such tickets are available to *all* children between the ages named regardless of whether they attend school; and provided further that said Company complies with the requirement of section 2, No. 122, Acts of 1906, as to filing and posting such rates. This being done, there is no reason why said Company may not sell as many such tickets as it chooses to any one person,—whether school teachers or otherwise and there is no reason why such purchaser may not resell such ticket to any other person,—whether attending school or not. But that it probably would be a violation of the law to limit such tickets to children attending public or parochial schools.

No. 21.

Complaints in January, 1907, by H. W. Buchanan, travelling salesman, that the Canadian Pacific Railway Co. refused to check baggage at North Troy, going over the Boston & Maine South or North of Newport, unless the passenger bought a local ticket to destination, although he had and exhibited the mileages required for the trip. By correspondence we arranged matters so that baggage is now checked to destination in all such cases.

No. 22.

In response to an inquiry by the Burlington Traction Company, on May 18, 1907, we held that it would be a plain violation of the law for that Company to give free transportation to members of the Burlington Professional Base Ball Club to and from games at the ball grounds.

No. 23.

On June 1, 1907, a letter was received from the Rutland Railway Light & Power Company, inquiring whether it would be permissible for said Company to allow Policemen in uniform to ride free upon the electric cars of said Company; that this is done nearly everywhere and it is frequently the cause of preserving order.

On June 3, the Board advised said Company that it had no discretion in such matters. "The law is very plain, it prohibits the giving of any free transportation except in certain specified cases, and a policeman is not among the exceptions. Clearly, you have no right to grant free transportation to policemen in the employ of the city."

No. 25.

On May 16, an informal petition was received from many of the residents of Barton Landing and also from many commercial men doing business in Vermont, and patrons of the Boston & Maine Railroad, asking that the Board use its influence in having "Air Line" train No. 184,

of the Boston & Maine Railroad stop at Barton Landing station during the summer. The matter was immediately referred by the Board to the Superintendent of the Boston & Maine Railroad who answered that to make this stop at Barton Landing, at the foot of the grade, with a very heavy express made it next to impossible to make time during the summer season when it frequently requires extra cars in order to provide for the heavy travel; but as matter of compromise, as had been suggested previously by the Board, they would permit the agent at Barton Landing to flag the train for Boston passengers, provided that the petitioners withdrew said petition; that the Railroad Company was making more than the usual effort to have the summer schedule so that trains can be on time, or nearly so, and that in view of this, it was with great reluctance that they offered to make the stop on so important a train even for a part of the time.

This concession was communicated to the petitioners by the Board and shortly after the Board was informed by them that this compromise would be satisfactory to them, and the case was closed.

No. 26.

Complaint by the State's Attorney of Grand Isle County, asking that the Rutland Railroad Company be required to build adequate stock yards along its line in that county. We adjusted this complaint by correspondence, with the result that new stock yards were constructed at all points where needed to the satisfaction of complainant.

No. 27.

Complaint by the selectmen of Bethel, on June 13, 1907, that the approaches to a certain grade crossing in that town, known as the "Wheeler Crossing" were so improperly graded as to be inconvenient and unsafe for public travel. This was informally called to the attention of the railroad with the result that the conditions complained of were promptly and satisfactorily remedied.

No. 28.

Complaint, on July 19, 1907, by the Holbrook Grocery Company, that their shipments of freight to St. Johnsbury were not seasonably unloaded, and that in this respect they were also being discriminated against in favor of other shippers who were complainants' competitors.

This complaint was found to be largely well grounded, and the difficulty promptly remedied, so that we have heard no further complaint.

No. 29.

In response to an inquiry from the Attorney of the Central Vermont Railway, dated August 13, 1907, we held that said company could not legally transport free a car load of coal for its Superintendent; that the "transportation" referred to in the excepting clause of Sec. 1, No. 122, Acts 1906, was intended to include only the transportation of the *persons* there enumerated.

No. 30.

Complaint, on August 8, 1907, by the Selectmen of New Haven that the Rutland Railroad continually placed cars so near a certain grade crossing as to obstruct the view of travellers approaching the same. The matter was informally taken up with the General Manager of the Railroad, with the result that such orders were promptly issued as have prevented a recurrence of the conditions complained of.

No. 31.

Informal complaint, on September 4, 1907, by the West River Valley Lumbermen's Association, representing that the lumber rates charged by the Central Vermont Railway Company on its West River branch, running from Brattleboro to South Londonderry were unreasonably large; that they had taken the matter up with the railroad management, but without avail; and asking us to assist them in the matter.

We referred this complaint to the General Manager of the Central Vermont Railway Company, asking him to state fully his side of the case. This he did at length, maintaining that the rates complained of were just and reasonable. This answer of the Railroad Company was transmitted to the petitioners by us, with the statement that the dispute evidently involved such issues of fact that, if the complainants still insisted that the rates in question were unreasonable, they should bring a formal complaint; whereupon we would have a hearing and make such orders in the matter as justice required on the facts found. Since that time we have heard nothing further from the complainants.

No. 32.

Complaint on June 29, 1907, by George E. McFarland, as guardian of C. W. Hall of the city of Barre, alleging that complainant was unable to induce the Central Vermont Railway Company properly to fence its right of way through the land of complainant's ward. We took this matter up with the Railway Company, and secured a prompt remedy of the conditions complained of.

No. 33.

Complaint, on August 28, 1907, by L. H. Pendleton, dealer in flour, grain, and feed, stating that the Central Vermont Railway Company had refused longer to grant him the right to stop through cars of grain at Underhill for milling in transit, which privilege had therefore been granted him, and relying on the continuance of which he had incurred such large expense that the discontinuance of the privilege resulted in irreparable injury to him. We took this up with the Central Vermont Railway Company, who were disposed to be very fair in the matter, and finally restored to Mr. Pendleton the privilege in question.

No. 34.

On September 9, 1907, we received an informal complaint from the Granite Manufacturer's Association of

Barre, alleging that in the shipment of granite it was necessary to provide the cars with stakes and proper cleats for holding the shipments; that the shippers have always been compelled by the Central Vermont Railway Co. to furnish these stakes and cleats at their own expense, which, in the course of a year, amounted to a large sum of money; that the Railway Company ought to furnish cars properly equipped for the service in question, and asking that we order the Railway Company to furnish such stakes and cleats.

We found that this same question was pending before the Interstate Commerce Commission, on complaint of certain shippers of lumber. We informed the complainants of this fact, and that we would withhold action in this matter till the Interstate Commerce Commission had rendered a decision. That Commission is still unable to agree on the question, and, for that reason, we have not yet acted on this complaint.

No. 35.

Complaint on November 8, 1907, by citizens of Bethel that the passenger station there was closed at 7 o'clock p. m.; that there were many passengers to take the two night trains, which were often late, and that such passengers were forced to wait without shelter from the cold and storm. We called this matter to the attention of the Central Vermont Railway Company, who promptly took such measures that the passenger station is kept open and properly warmed and lighted for the accommodation of passengers who desire to take the night trains.

No. 36.

Complaint, on November 18, 1907, that because the Grand Trunk Railway Company failed to stop certain of its trains at a station in the town of Norton called "Lake", the people living there had very inadequate train service. This matter was taken up with the Grand Trunk management with the result that the trains in question were ordered to stop at Lake as the people there desired.

No. 37.

In response to an inquiry from the Rutland Railway Light and Power Company, dated June 3, 1908, we held that it would be illegal for that Company to sell to the representatives of a certain church society round trip picnic tickets for 30 cents each, with the understanding that the purchasers might resell the tickets for 50 cents each, and thus reap a profit for the benefit of the church.

No. 38.

On June 3, 1908, an inquiry was received from one of the officials connected with the Barre Railroad asking for the opinion of the Board as to the following practice: "There is a freight train that runs up from Barre City to the Quarries in Barre Town. Some of the quarry owners (not many) take advantage of this train to ride up to their quarry with the money for the pay roll. * *."

They are given a free written permit for transportation to the freight conductor.

On June 7, 1908, the inquirer was informed that we had no hesitation in saying that, in the opinion of this Board, the law prohibits the practice above referred to; that giving free transportation in a case of this kind would be plain discrimination and a clear violation of the express terms of the statute, subjecting both the railroad and the passenger to the penalty in that case made and provided.

The foregoing are examples of the most important informal complaints wherewith we have dealt. It is gratifying to report that, since November 18, 1907, we have received no informal complaint of consequence; which fact is an exponent of the improved railroad service in the State.

CIRCULAR LETTER NO. 1.

To the Railroads of the State of Vermont:

On our recent annual inspection of the railroads of this State, we gave special attention to the condition of passenger stations and their appointments. In many instances the stations and toilet room had been specially cleaned for the occasion, and, therefore, on the whole, we found them fairly neat and presentable. But on our various journeys through the State, both before and since our formal inspection, we have observed that many of the passenger stations are allowed to become and to remain so filthy as to be unfit for public waiting rooms, and in particular, that many toilet rooms are so filthy as to be actually repelling. This last has frequently been the condition at the stations most resorted to, as Burlington, White River Junction, Montpelier, Essex Junction, and others. Complaints from reliable citizens in various parts of the State have also recently called our attention to this matter. This condition of things should not and will not be tolerated. "Moral qualities rule the world, but at short distances the senses are despotic"; and outside of its duty to do all in its power to insure the safety of the travelling public, a railroad owes that public no higher duty than cleanliness. Passengers as much pay for, and have a right to demand, neat and presentable passenger stations, equipped with neat, presentable, and well kept toilet rooms, as safe and convenient transportation; and a railroad both violates its duty and practices a false economy if it ignores that fact. We realize that some of the public are so exasperatingly careless and even filthy, that in many cases it requires constant vigilance, and entails considerable expense to keep stations and toilet rooms constantly clean and in a sanitary condition; but vigilance and expense is all that is ever required to insure the desired result, and the duty of the common carrier of passengers exacts that vigilance and expense.

We therefore ask every railroad company in this State to take such steps as will insure the neat, convenient, and presentable condition of its stations and toilet rooms. There

is absolutely no excuse that can justify the existence of the conditions complained of; and unless the required result is at once attained, and continuously maintained, we shall cite the offending road before us to show cause why a more formal and effective pressure should not be applied to secure the desired end.

Dated at Newport this seventh day of October, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

CIRCULAR LETTER NO. 2.

To the Railroads of the State:

For the purpose of avoiding delay, and to induce uniformity in accounting for expenses incurred in fulfilling orders for the elimination of grade crossings, the following charges will be approved, where the indicated service has been rendered.

WORK TRAIN. In full for expense of work train, including locomotive, fuel and labor, but excluding use of cars, \$50.00 per day.

CARS. For use of necessary cars, fifty cents each per day.
"SPOT" LOCOMOTIVE. For use of locomotive in gravel pit, exclusive of labor and fuel, \$7.50 per day.

STEAM SHOVEL. For use of steam shovel, exclusive of labor and fuel, but including all other supplies, \$25.00 per day.

PILE DRIVER. For use of pile driver, exclusive of labor, but including any supplies or attachments, \$20.00 per day.

GRAVEL. For gravel furnished for highway construction, five cents per cubic yard.

SUPERVISION AND USE OF TOOLS. 15 per cent. of the cost of labor, exclusive of labor on work train, will be allowed for supervision and use of tools.

DERRICK AND ENGINE. For use of derrick and its engine, excluding labor and fuel, \$5.00 per day.

INTEREST. Interest for one-half the time from the actual commencement of the work to its completion, but not later than the time limited in the order for completing the work, and for two weeks in addition, may be charged on the combined percentage of the whole expense to be borne by the State and town. Where the time limited in the order is extended, or for any other reason the work is not completed within the time limited, the matter of interest is not within this rule, and will be allowed as in the particular circumstances seems just.

Dated at Newport, this twenty-second day of May, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

ACCIDENTS

ACCIDENTS.

The former law, V. S. 3988, required the general superintendent or manager of a railroad doing business in this State to inform this Board only of "every accident on his road resulting in loss of life or *serious* injury to any person,"—leaving the railroad company to decide in each case whether the accident was "serious" within the meaning of the statute. The consequence was that not all accidents resulting in personal injury were reported, and, of course, no report was made of any collision, derailment, or other accident not resulting in injury to any person.

Now, under Sec. 19, No. 126, Acts 1906, P. S. 4608, such general superintendent or manager is required to "inform said Board in *writing* of every accident on his road resulting in loss of life or injury to any person, and *every* collision or derailment of trains on the same." We early called attention to this change in the law, and prepared and distributed blanks for the required reports. The result has been a great increase in the number of reported accidents. These we have classified and tabulated at the end of this title.

During the two years ending June 30, 1908, 64 persons were killed, and 274 injured on the steam railroads of this State. Of the number killed 6 were passengers, 14 railroad employees, 37 trespassers on the railroad property, and 6 were killed at crossings. Of those injured, 103 were passengers, (35 being injured in the collision at Vergennes in the fall of 1906), and 139 were railroad employees. During the same period 3 persons were killed and 22 injured on the street railways.

The present law prescribes that this Board "shall inquire into the cause of every accident resulting in loss of life, and, in its judgment, into any accident, collision, or derail-

ment of trains not so resulting," holding public investigations when deemed necessary in the interests of public safety. A docket of all accidents has been kept by the clerk. In many cases we have held a public investigation into the cause of the accident, and our report in each case is transmitted herewith. In many other cases a private investigation has been made by a member of this Board, by correspondence and otherwise, resulting in the conclusion that no public investigation was necessary.

So the accident cases herein specifically reported are divided into two classes:

I. Cases in which public investigations have been held.

II. Cases investigated by a commissioner without a public hearing.

1. CASES IN WHICH PUBLIC INVESTIGATIONS HAVE BEEN HELD.

RE FATAL ACCIDENT TO FRANK E. CLOUGH, BRATTLEBORO,
DECEMBER 22, 1906.

REPORT.

IN RE FRANK E. CLOUGH.

Fatal Accident at Brattleboro, December 22, 1906.

A public investigation into the cause of this accident was held at Brattleboro, January 16, 1907. The State of Vermont was represented by R. C. Bacon, State's Attorney for Windham County; Gibson & Waterman appeared for the Boston & Maine Railroad; and Gilbert A. Davis appeared for George D. Clough, father of deceased.

The evidence disclosed the following facts:

Frank E. Clough was in the employ of the Boston & Maine Railroad as head brakeman on the regular way freight train known as No. 77, running from Brattleboro to White River Junction, and due to leave Brattleboro at 6:30 a. m. About 6:25 on the morning of December 22, 1906, this train, then consisting of a locomotive attached to five loaded freight cars and a buggy, stood on a side track in the Boston & Maine yard at Brattleboro, ready for its regular trip. Thereupon the engineer decided to take water, and that he might do so, directed Mr. Clough to uncouple the locomotive. Whereupon, Mr. Clough went to the rear of the locomotive on its right side, and when there, asked the engineer to "ease up on the pin." In compliance with this request, the engineer caused the locomotive to back against the train; in a few seconds a groan was heard from the rear of the locomotive, whereupon the engineer immediately caused the locomotive to move forward a few feet, and the fireman ran to the rear of the locomotive and found Mr. Clough on the ground in a half sitting posture near the draw-bar of the car to which the locomotive had been attached, and facing toward the left side of the train. A surgeon was immediately called, who found that Mr. Clough had suffered a complete fracture of the neck of

each femur, the bones of his pelvis were crushed, his spine broken in the region of the lumbar vertebrae and his intestines forced out through a breach at the base of the abdomen. From these injuries he died that morning about eight o'clock.

All of this is perfectly clear, as is also the fact that Mr. Clough suffered these injuries by being crushed between the locomotive and the car from which he had uncoupled it, but just how the accident occurred is not so clear, and is largely a matter of inference from circumstances; for no one saw the accident, nor did any one see Mr. Clough after he stood at the rear of the locomotive and asked the engineer to "ease up on the pin", until he was found between the engine and the car as above stated. We are satisfied, however, that after the locomotive eased back, Mr. Clough drew the coupling pin using the lever constructed for that purpose at the rear corner of the tender; that then, for the purpose of disconnecting the air-brake hose which was on the other side of the train, he stepped into the space between the locomotive and the car, which space was made either by the closing up of the slack of the train from the impact of the locomotive, or by the locomotive drawing forward a little; that while in this space, he was caught between the drawbar of the locomotive and that of the car, either by the train recoiling from the first impact of the locomotive, or by a still further backward movement of the locomotive, or both.

We find that there was no negligence on the part of the Railroad Company, and we cannot say that either the engineer or any other employe was at fault. The proximate cause of the accident was the disobedience by Mr. Clough of that rule of the company which requires that the airbrake hose be disconnected before a locomotive or a car is uncoupled. By disobeying this salutary rule Mr. Clough lost his life.

Dated at Brattleboro, this seventeenth day of January, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PERSONAL INJURY TO ETHEL MEYERSTEIN ET. ALS. ON
THE RUTLAND RAILROAD NEAR SHELBRURNE,
DECEMBER 21, 1907.

DERAILMENT.

REPORT.

In Re Personal Injury to Ethel Meyerstein and eleven others, (Derailment near Shelburne) on the Rutland Railroad.

A public investigation into the cause of this accident was held at Burlington, January 18, 1907.

The State of Vermont was represented by A. L. Sherman, State's Attorney for Chittenden County. H. Henry Powers appeared for the Rutland Railroad. Notice of this hearing was given to each of the persons hereinafter referred to as being injured by that accident, but none of these persons appeared either in person or by a representative.

The evidence disclosed the following facts:

On December 21, 1906, the passenger train No. 52, running over the Rutland Railroad from Montreal to Boston, and consisting of a locomotive, mail car, two baggage cars, combination mail and smoking car, two coaches, and four sleeping cars, left Burlington at 11:03 p. m. with more than a hundred passengers aboard.

At a point a little more than a mile South of Shelburne, while the train was running at about forty miles an hour, the employees in charge thereof, who were in the third sleeper from the rear, felt a shock as if the train had parted. The air-brakes were automatically set and the train stopped. Upon going to the rear of the train, it was discovered that the two rear cars,—Pullman sleepers—were derailed. The rear sleeper lay on its side at the foot of the embankment on the East side of the track, and the other sleeper was on its side directly across the track. These derailed sleepers contained about thirty passengers, most of whom had retired at the time of the accident. The

only persons injured were twelve passengers of the derailed sleepers, and of these no one suffered any severe injury. The severest was suffered by Miss Ethel Meyerstein of Montreal. Her nose was cut and her leg slightly injured. The train soon proceeded on its way, taking the passengers, including those injured, to their several destinations.

The rails forming the track between Burlington and Shelburne are of steel, seventy-five pounds to the yard, were all laid new in 1897, and are still in excellent condition.

At the point of derailment the track has a curve of about two degrees, the outer rail of which has an elevation of about four inches.

The accident was caused by about six feet of one of the rails forming the inside of the curve breaking into several small fragments. The section of this rail showing the break, and the pieces of the broken rail which were picked up soon after the accident, were exhibited to the Board at said hearing. This breaking was due to an invisible defect known as a "pipe." A "piped rail" is one which has a hollow chamber inside the rail, caused by a lack of the proper fusion of the metal, usually incidental to gases at the time the rail is manufactured. In this case, the "pipe" ran lengthwise and extended along the head of the rail, and, in some places, down into the web, thus making a weak and latently defective rail.

These rails were purchased by the Rutland Railroad from the Carnegie Steel Company, under a contract, a copy of which was in evidence before the Board, and which required the most careful attention to details on the part of the manufacturer to insure a perfect product. In addition to this, the Rutland Railroad employed a firm of rail manufacturing experts who inspected the work of manufacturing the rails during the progress of the same.

On the evidence in the case, we find that there is no known method of detecting the defect known as a "pipe" in a rail located as this one was, until the defect is revealed by being brought to the surface through wear.

We find that the Rutland Railroad used every reasonable precaution in purchasing, installing, and inspecting

these rails, and that the accident was due to no neglect of the Railroad Company or its employees.

Done at Burlington, this eighteenth day of January, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE PERSONAL INJURY TO JOHN HOLLAND AND OTHERS, AT
SOUTH ROYALTON, ON JANUARY 18, 1907, HEAD-
END COLLISION.

REPORT.

A public hearing into the cause of this accident was held at South Royalton, on February 6, 1907.

Appearances: C. W. Witters, for the Central Vermont Railway Co. Clark E. Fitts, Attorney General, and E. R. Buck, State's Attorney, for the State.

The evidence revealed the following facts:

At 5:40 a. m. a Special Freight Train running "Extra" and drawn by Engine No. 416, started from St. Albans to White River Junction, in charge of C. B. Prentiss as conductor, H. E. Bronson, Engineer, Charles Campbell, Fireman, C. E. Dudley and G. Chadbourne, Brakeman. This train had orders to run "Extra", that is, to run under the rules of the Company governing trains that run "Extra", which required such trains to keep off the time of all superior trains. One of the rules of the Company, which governed the running of this train and which was well known to the conductor and engineer, is as follows:

"When a train of inferior class meets a train of superior class on a single track, the train of inferior class must take the siding and clear the train of superior class five minutes."

The regular passenger train running North from White River Junction, and known as "No. 5", drawn by Engine

No. 212 was due to leave South Royalton at 2:30 p. m. This passenger train was of a class superior to that of said "Extra" freight train. The "Extra" consisted of a locomotive, twelve cars of live cattle, twelve cars of dressed beef, and the caboose. This "Extra" left Bethel, which is seven miles from South Royalton, at 2:16 p. m. This would give only nine minutes to run the seven miles to South Royalton, and get upon the sidetrack five minutes before the time that "No. 5" was due to leave South Royalton, in accordance with the requirements of the rule above quoted. Under the rules of the Company, a printed copy of which was in the possession of both the engineer and conductor on the "Extra" train, both the engineer and conductor were equally responsible for obedience to said rule. The engineer and conductor of the "Extra" train, when they left Bethel at 2:16, knew that it was a physical impossibility to run to South Royalton and comply with the requirements of said rule. Nevertheless, they deliberately violated the requirements of that rule,—a rule framed and promulgated for the safety of the employees of the road and the traveling public.

The passenger train, "No. 5" left South Royalton at 2:30 p. m. its schedule leaving time. About a quarter of a mile North of South Royalton station, and a few car-lengths North of the switch which controlled the side-track which said "Extra" would have to take, the two trains collided. The passenger train was running at a speed of about fifteen miles an hour. It is uncertain, on the evidence, as to what was the exact speed of the "Extra" at the time of the collision. It is clear that the engineer on the passenger train did not see the freight train until a few seconds previous to the accident. The engineer of the "Extra" saw the passenger train when they were about thirty rods apart. He had already reduced the speed of his train preparatory to entering the yard at South Royalton, and when he saw the approaching passenger train, he made the emergency application of his air-brake, reversed his engine, and thereupon, he, the conductor, the fireman, the head brakeman, and an apprentice fireman jumped from the engine; so that we think that when the trains collided, the freight train

was probably going at a speed not to exceed eight miles an hour.

No one on the "extra" was injured. No one on the passenger train was seriously injured, except the Engineer, John Holland who with his fireman, L. Larsen, jumped from their engine, and H. P. Armington, the Mail Clerk. Mr. Holland suffered a severe cut on the head, had his collar bone broken, several ribs crushed, and is in a critical condition. He was not able to appear and testify before the Board, but was visited by a member thereof. Mr. Larsen suffered a dislocation of his right shoulder. Mr. Armington had his arm broken. E. O. Hobart, the Baggage-master on "No. 5," G. F. Boire, a passenger, and an unknown passenger from Burlington were slightly injured. Both the locomotives were much damaged. The mail car and baggage car on "No. 5," were destroyed, as were also two or three freight cars on the "extra." Twenty-five of the cattle on the extra were either killed outright or so injured that they had to be slaughtered.

It is significant that the head brakeman on the "extra" had, just before the collision, climbed out on the pilot of "416" ready to flag "No. 5," and his testimony shows that the crew on the "extra" were aware that they were running on the time of "No. 5", and feared just what actually happened.

We are well satisfied and find that this collision, which might have resulted in great loss of life, was caused by the criminal negligence of Conductor Prentiss and Engineer Bronson of the "extra" freight train. We urge the Attorney General, and the State's Attorney of Windsor County, to take this matter into serious consideration, and if, upon investigation, they find the facts to be as we have reported, that they institute a criminal^v prosecution against said conductor and engineer.

This board has determined to urge the criminal prosecution of any employee of a railroad corporation, through whose negligence any person is killed or injured.

The evidence tended to show that the injured cattle confined in the wreck, were allowed to suffer about an hour

before they were relieved. This justly excited public indignation.

Dated at South Royalton, this sixth day of February, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO GERALD A. DAILEY ON THE BOSTON & MAINE RAILROAD AT NEWPORT, ON JANUARY 3, 1907.

It being necessary for the Board to be in session at Newport, on February 21st, 1907, for two other hearings a public investigation into the cause of this accident was held in the County Court House at Newport on February 22, 1907, at 9 a. m.

All the members of the Board, and the Clerk, were present.

Appearances; Edwin A. Cook, State's Attorney for the State. Young & Young, for the Boston & Maine R. R. Gerald Dailey, the injured man was not represented by counsel.

REPORT.

The evidence revealed the following facts:

On January 3, 1907, one of the shifting crews in the employ of the Boston & Maine Railroad, was engaged in shifting cars in its yard at Newport, consisted of conductor Benoit, engineer W. P. Neal and brakemen Revoir and Gerald A. Dailey.

About five o'clock in the evening of January 3, 1907, No. 271, the regular through freight train due to leave Wells River at ten a. m. arrived in Newport. This train consisted of a locomotive, thirty-seven freight cars and the caboose. Four of the five last cars in the train were open rack cars.

It was the duty of the crew in charge of said freight train, No. 271, to detach the caboose therefrom and then to leave the remaining cars upon side track No. 1, which is the first track west of the main line. On this side track, near the north end thereof, there then stood six freight cars, the two most southerly of which were open rack cars.

While the crew of No. 271 were preparing to back their train upon side track No. 1, as just stated, the switch engine in charge of engineer Neal drew a string of cars upon the main line south of No. 271, for the purpose of placing those cars upon the "Prouty & Miller" siding, which was the first siding east of the main line. It thereupon became the duty of Mr. Dailey to so station himself near the switch controlling the "Prouty & Miller" siding that, when the switch engine had drawn said string of cars to the north of that switch, he might signal engineer Neal to stop: to then set the switch for the "Prouty & Miller" siding and signal engineer Neal to back the cars thereon. Mr. Dailey could have accomplished this by standing opposite the switch in a place of perfect safety. There was ample room for him to safely stand between the main line and No. 1 siding, where he would have been in plain sight of engineer Neal; or he could have safely stood between any of the several other side tracks west of the main line, and been in plain view of Engineer Neal. Mr. Dailey, however, carelessly stood between the rails of siding No. 1, opposite the "Prouty & Miller" switch, watching the southerly end of the string of cars which said switch engine was drawing north by that switch. While he stood in that position, the freight train No. 271, its caboose only having been detached, backed from the north onto siding No. 1, struck and automatically coupled with said six cars standing thereon, and the whole train increased by these six cars moved south towards Mr. Dailey, and struck him as he stood between the rails of siding No. 1, as above stated. In consequence whereof, Mr. Dailey was thrown beneath the cars and had the bones of his right leg so crushed that it has since been amputated at a point about halfway between the knee and the ankle. The wonder is that he was not killed. He was not able to appear and testify before the Commission. Engineer Neal saw the danger and shouted a warning, but Mr.

Dailey evidently did not hear, possibly on account of having his coat collar turned up and his cap over his ears. It was dark and Mr. Dailey and the other brakemen carried lanterns.

All the crew of train No. 271 were in their proper positions. The rear brakeman on that train stood on the top of the most southerly box car in his train which he could reach without descending onto a rack car. That car was the tenth or eleventh from the rear of the train as increased by the six cars that stood on siding No. 1, and the two cars next south of said box car were rack cars. The rear brakeman, from his position on that car was keeping a lookout toward the south, but on account of a curve in the track at that point could not see Mr. Dailey.

Upon the evidence, and after an inspection of the scene of the accident, we find that neither the railroad company nor any of its employees, except Mr. Dailey himself, were at all negligent in the matter.

Done at Newport this 22nd day of February, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO M. C. ROCHFORD.

In the matter of Fatal Accident to M. C. Rochford, at Rutland, in the Yard of the Rutland Railroad Co., on Feb. 23, 1907.

REPORT.

A public investigation into the cause of this accident was held at Rutland on March 14, 1907.

Present: Commissioners Porter and Jackson, and the Clerk.

Appearances: R. A. Lawrence, State's Attorney for Rutland County, for the State of Vermont. P. M. Melden,

Attorney for the Rutland Railroad Company. Butler & Maloney, Attorneys, for the widow of M. C. Rochford.

In the yard of the Rutland Railroad, on the 23rd day of February, 1907, M. C. Rochford, Section foreman, was killed. The accident happened about 1:15 p. m. at the South end of the yard.

Switch engine No. 449, with engineer A. W. Mack, fireman F. W. Holman, and brakeman James Stranahan, thereon, started North to get a freight car which was several rods beyond the target house. At the target house a lad, William Gully by name, (not an employe of the railroad) climbed up on the engine and handed the fireman his dinner. The latter told the lad to stay on the engine until he got back, and to keep ringing the bell. The fireman then went to the shelter of the target house to eat. The engine kept along, and just beyond the target house, Rochford was seen as if about to cross just in front. Both the engineer and the brakeman (who was on the forward part of the tender) yelled at him and he stopped; thus in that instance escaping injury. The day was very cold and windy, and Rochford had his hat pulled down partly over his ears and his coat collar turned up.

The engine kept on to the freight car, which the yardmaster uncoupled from other cars and Stranahan coupled to the engine.

In the meantime Rochford had beckoned to sectionman M. Novelli to come over to him and do some work on the frog at which he was standing, which frog was South of the engine a short distance. Rochford was between the rails of the track called "Main track" down which engine 449 had to come. Novelli stood at the side.

The engine started south, and almost immediately Novelli shouted out and signalled to the engineer to stop. The bell was ringing, but neither the engineer nor the boy Gully saw Rochford on the track. Rochford was caught and was picked up from the forward truck of the freight car. His injuries were such that he died within four hours.

There was some discrepancy as to the distance that Rochford was from the engine when it started on the fatal trip, but we are satisfied that the engineer from his position could not see him. The Gully boy, who occupied the fire-

man's seat, was not looking ahead at all. Had he done so, he would probably have seen Rochford.

We find that the accident was brought about by two contributing causes:—Principally, by the carelessness of Rochford himself; partly, by the absence of the fireman from his post or, to put it differently, the running of the engine without the fireman thereon to help in the watch for danger.

Done at Montpelier, this 15th day of March, A. D. 1907.

ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO THEOPHILE MENARD AT WINOOSKI
ON MARCH 27, 1907, ON THE CENTRAL VERMONT
RAILWAY.

A public investigation as to the cause of this accident was held at Burlington on April 10, 1907.

Appearances: C. W. Witters, for Central Vermont Railway Company. H. N. Deavitt, for widow of deceased. No appearance for the State.

REPORT.

The evidence revealed the following facts:

Near the passenger station at Winooski a public highway crosses at grade the main line of the Central Vermont Railway and a side-track west thereof. This grade crossing has a great amount of travel both by teams and pedestrians, and is guarded by an electric signal. About a quarter of a mile North of said crossing, and connected with said railroad by side tracks, is the plant of the Porter Screen Manufacturing Company. Thence, for some distance south of said crossing, the main line is a down grade. Mr. Menard lived about 100 feet west of said crossing. He was 74 years old, and very deaf. March 27, 1907, about 10.50 a. m. an extra local freight train running from Burlington to

Essex Junction, stopped at Winooski to take into said train four cars from said Porter Screen Manufacturing Company's plant. This was accomplished in the following manner: All the cars in said train were first placed on a side track south of said crossing and east of the main line and directly communicating therewith. The locomotive thereupon "nosed onto" said four cars at the Porter Screen Manufacturing Company's plant, backed with them south onto the main line until they had acquired momentum sufficient to run down said grade to the train so left on the side track whereupon the locomotive uncoupled, backed rapidly south onto said side track west of the main line, and stopped on said crossing.

At this point, Mr. Menard, coming from his home along the highway approached the crossing from the west, and, finding it thus blocked by the locomotive, turned to the north, passed around the pilot of the locomotive onto the main line, and proceeded south between the rails of the main line without noticing said four cars which were slowly approaching him from the south. The electric bell was ringing. The engineer from his place on the locomotive, and the conductor who stood on guard at the crossing, but neither of whom knew Mr. Menard, both noticed his danger, and simultaneously shouted and gesticulated a warning, but were not able to attract Mr. Menard's attention, and before he could be reached, he was struck by the cars, rolled thereunder, frightfully mangled and killed, all four cars passing over him after rolling him some fifty feet. The four cars were in charge of a brakeman who stood at the brake on top of the southerly car at the northerly end thereof, and though he might have seen Mr. Menard when he passed the pilot of the locomotive, he could not have seen him as he stepped onto the main line. The cars were under full control and going very slowly,—probably not faster than three miles an hour, every effort was used by those who saw the danger to avert the accident, and no blame attaches at that moment to any one.

The trouble was further back. It is negligence for a railroad to do shifting over such a dangerous crossing by what amounts to a "flying switch." True, Mr. Menard was very deaf, and for that reason he negligently assumed the

risk he did. But we believe that the shifting at this place should be done with a locomotive attached to the cars, and that the yard should be arranged and equipped to accomplish this. Unless arrangements to this effect are made within a reasonable time, the Commission of its own motion will further investigate that matter and make such orders in the premises as justice requires.

Done at Burlington, this 10th day of April, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO A. O'KANE AT ESSEX JUNCTION,
MARCH 14, 1907, ON CENTRAL VERMONT RAILWAY.

REPORT.

A public investigation into the cause of this accident was held at Burlington, on April 10, 1907.

Appearances: C. W. Witters, for Central Vermont Railway Co. Charles O'Kane, father of deceased, Mary O'Kane, mother, and Henry O'Kane, a brother, appeared as representatives of deceased. No appearance for the State.

The evidence revealed the following facts.

Mr. O'Kane was nearly 21 years of age, had worked on a railroad only about three weeks, and at the time of the accident was in the employ of the Central Vermont Railway Company, as brakeman on an extra through freight train of 35 cars running from White River Junction to St. Albans. About four o'clock in the afternoon of March 14, 1907, this train arrived at Essex Junction, where it was necessary to leave five cars, which were so located in the train that in order to leave them on a certain side track where a string of cars was then standing, it was necessary to detach the cars in front of said five cars, leave the latter on the main

line, push said string of cars on the side track south till they coupled with the cars thus left in the main line, and then draw the five cars onto the side track. As said cars on the side track were being thus pushed south, Mr. O'Kane stood on the top of the most southerly car, near its southwest corner, giving the signal to continue backing south. When last seen alive, which was a few seconds before the cars on which he stood struck said five cars on the main line, he was in the position and giving the signal above indicated. Immediately after the impact he was found dead, lying across the track, his neck broken, his head toward the west, his right leg, a little above the ankle, on the east rail, and crushed beneath the rear wheels of the car on which he had been standing. The top of the cars and the ground were covered with sleet. Mr. O'Kane wore no rubbers. There was a side ladder near the west end of the car on which he had been riding.

These are all the facts which we can find with any degree of certainty. Whether Mr. O'Kane met his death by being thrown between the cars as a result of the impact, his inexperience and the slippery footing; or whether he descended on the west side by the side ladder, and in attempting to dart through to the east side, was caught between the cars, is largely a matter of speculation. No one saw the accident.

We are unable to find that anyone was to blame for this sad occurrence.

Done at Burlington, this 10th day of April, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO N. E. HARTWELL AT LYNDONVILLE
APRIL 25, 1907, B. & M. R. R.

Present: Commissioners Redmond, Jackson, and Porter, and the Clerk.

Appearances: Guy W. Hill, State's Attorney, for the State. John Young, for the Boston & Maine Railroad.

REPORT.

After due notice, a public investigation into the cause of this accident was held at Lyndonville, on May 9, 1907.

The evidence revealed the following facts:

At the time of his death, Mr. Hartwell was about 45 years of age, lived about one mile south of Lyndonville Station, and was in the employ of the Boston & Maine Railroad as a carpenter, and had been so employed for five or six years. At about 12:35 a. m. Mr. Hartwell and several other co-employees went into a certain "boarding car" in the Lyndonville railroad yard. After remaining there for a time, (the witnesses say for a half hour, but it was probably much longer) Mr. Hartwell bade his companions "good night," said that he was going home and left the car. That was the last time he was seen alive. About 3.40 that same morning, fragments of his dead body, which was frightfully mangled and dismembered, were found between the rails of the main line and just outside thereof,, south of the passenger station, about one hundred rods from said "boarding car," and in the direction of his home. We are satisfied that Mr. Hartwell walked from said "boarding car" through the railroad yard to near the spot where his body was found.

No one saw the accident, if such it was, but from a careful consideration of the evidence we are well satisfied and find that either he was struck and killed by the extra freight train No. 914, or, by reason of heart disease, he fell dead or helpless upon the track and said train passed over him. Mr. Hartwell had serious trouble with his heart, and some of the circumstances revealed by the evidence incline one to believe that he may have died or become help-

less from heart disease as above indicated. Said train No. 914 had been running extra daily since February, and on this occasion was an unusually heavy train consisting of about thirty-five cars, had great difficulty and made a large amount of noise in starting, and ran over Mr. Hartwell, before going its length from the station. In view of these facts it is very singular that Mr. Hartwell, who was well acquainted with the locality and with railroading, did not appreciate and obviate his danger, if he was in a condition to do so. Although it was intimated that Mr. Hartwell might have been intoxicated, all the evidence showed the contrary, and he was a man never given to the excessive use of intoxicating liquor.

Upon a careful consideration of all the evidence we are unable to find that any one was to blame for the death of Mr. Hartwell.

Done at Newport, this 9th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO JAMES MANN, ON FEBRUARY 11,
1907, NEAR ISLAND POND ON GRAND TRUNK RY.

REPORT.

After due notice, a public investigation into the cause of this accident was held at Island Pond, May 10, 1907.

Present: Commissioners, Redmond, Porter, and Jackson, and the Clerk.

Appearances: Harry B. Amey, State's Attorney, for the State. Leroy L. Hight, Attorney, for the Grand Trunk Railway System.

The above hearing revealed the following facts:

Passenger train No. 2 of the Grand Trunk Railway System was bound from Montreal to Portland on February

11, 1907. Its engine was No. 1019 in charge of Engineer Checketts and Fireman James Mann. No. 1019 was a new ten-wheeler, a product of the Schnectady locomotive works, and had been in use only since September, 1906. Its inspection prior to said trip showed all parts in good condition.

On the day in question, at 1:10 p. m., when ten minutes from Island Pond, near what is called the "Summit," and while running about forty miles an hour, the "strap" on the left side rod broke and the rod whirling with the wheel came in contact with the ground and thereby lifted that side of the engine. The resulting sudden jolt threw the fireman through the left rear side-window of the cab, close to which he was either standing or sitting, as is indicated by the construction of the cab and the breaking out of all the glass in said window. The rod in its sweep severed the engine's brake pipe and the train came to a stop by the automatic action of the auxiliary reservoirs and attachments.

The engineer from his seat did not see what had happened to his fireman, but calling to him received no answer, and on looking back along the road bed thought he saw a form just outside the track about forty rods in the rear. It was the body of fireman Mann. His neck and back were broken, caused either by impact with the cab or ground, or both, and resulting in instant death.

Subsequent examination showed no prior defect, latent or patent, in the broken "strap."

From the above findings it is apparent that no negligence can be attributed to any one.

Done at Newport this 11th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO RECARDO ARNAIZ AT BARRE, MAY
18, 1907, ON THE CENTRAL VERMONT RY.

A public investigation into the cause of this accident was held at Barre, on the 28th day of May, 1907.

Present: Commissioners Redmond, Porter and Jackson and the Clerk.

Appearances: Benjamin Gates, State's Attorney for Washington County, for the State. C. W. Witters, for the Central Vermont Railway Company. E. R. Davis, for a brother of deceased.

REPORT.

The evidence at this investigation revealed the following facts:

At the time of his death, Mr. Arnaiz was twenty-four years old and employed as a granite cutter at the city of Barre. On May 18, 1907, shortly after four p. m., and soon after he had closed his day's work, Mr. Arnaiz, as was his custom, walked toward his home along and over the main line of the Central Vermont Railway Company in the city of Barre. It is the common practice of laborers to thus traverse the railroad right of way. As a switch engine slowly pushed several cars by Mr. Arnaiz in the direction of his home, he attempted to mount one of the cars, lost his balance, was thrown beneath the wheels, and thereby received injuries from which he died about 8.30 o'clock that evening. All the train crew were in their proper places and properly performing their respective duties. No one except the fireman saw, or could have seen, the accident, and no one except Mr. Arnaiz himself, was at all to blame for this sad occurrence.

The covered railroad bridge in the city of Barre, and the railroad right of way south thereof where this accident occurred, has for years been a common throughfare for laborers in going to and from work, and even for women and children. The shifting crew recently, by the merest accident stopped their train before entering said bridge in time to rescue a child who had entered the bridge and become caught between the rails.

We can only hope this needless sacrifice of another human life may serve to deter people from the dangerous and too prevalent practice of trespassing upon railroad tracks, and may emphasize the necessity of a law that shall make it a misdemeanor to do so.

Done at the city of Barre this 28th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO W. S. BAILEY, AND PERSONAL IN-
JURIES TO THIRTY OTHERS ON THE ST. JOHNSBURY
& LAKE CHAMPLAIN RAILROAD, NEAR HARD-
WICK, ON APRIL 10, 1907. DERAILMENT
OF TRAIN No. 7.

REPORT.

A public investigation into the cause of this accident was held at St. Johnsbury, on May 29, 1907.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: Guy W. Hill, State's Attorney for Caledonia County, for the State of Vermont. John Young and Harry Blodgett, for the St. Johnsbury & Lake Champlain R. R.

The evidence at this investigation revealed the following facts:

On April 10, 1907, about 8:35 a. m., the regular passenger train No. 7 on the St. Johnsbury & Lake Champlain Railroad, running from St. Johnsbury to Swanton and consisting of an engine, combination mail, baggage, and smoker, and a passenger coach, was derailed midway between East Hardwick and Hardwick. The smoker and passenger coach were precipitated down a steep embankment; one passenger, W. S. Bailey of East Hardwick, was killed,—his neck being broken,—and thirty other persons suffered

greater or less injury. Charles H. Ranney, the conductor, received very severe injuries from which he has not yet recovered, and was unable to appear before the Board.

At the point where this accident occurred is quite a long and sharp curve of about eight degrees. At this point was a "slow board" signal warning the engineer to slow the train to eight miles an hour before crossing a bridge that was a few rods ahead and in plain sight; and a general order had been issued, just prior to the accident, not to exceed the running time, however late any train might be, during the time that the track was settling from the frost. The engineer and fireman and all the railroad employees and experts professed to be utterly unable to account for this derailment. They say they have studied the matter and can discover no adequate cause. The outside rail of this curve had an elevation of three and one-half inches. The engineer and fireman and other railroad employees on the train testify that it was not running to exceed twenty-five miles an hour. But after careful consideration of all the evidence before us, including an inspection of the scene of the accident, we are satisfied that the derailment was due to the combined results of a speed which was excessive for such a sharp curve at that season of the year, and the fact that the ties were so badly decayed that they did not serve to hold the spikes and rails under the pressure of the train rounding the curve. Other possible contributing causes may have been the fact that the roadbed had little if any "shoulder" along the margin of this curve, and the possibility that the margin of the roadbed settled because of the frost leaving the ground by reason of a severe snow storm the night before, so that the outside rail did not have the proper elevation.

Done at Morrisville, this 29th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO PATRICK REGAN MAY 1, 1907, NEAR
ST. ALBANS ON THE CENTRAL VERMONT RAILWAY.

A public investigation into the cause of this accident was held at St. Albans on the 30th day of May, 1907.

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: F. S. Tupper, State's Attorney for Franklin County for the State of Vermont. C. W. Witters, for the Central Vermont Ry. Co.

REPORT.

The evidence revealed the following facts:

On May 1, 1907, about 11:45 a. m., engine No. 216 drawing regular passenger train No. 9 running from White River Junction to Montreal, struck and killed Patrick Regan at a point about two miles from St. Albans. Mr. Regan was about 70 years of age and extremely deaf. He had for some reason been at a hospital in Burlington, whence he had started for St. Albans, his former home. He had been walking for some distance between the rails of the main line when he was seen by the engineer in charge of said engine, who saw him when he was about forty rods ahead. The engineer immediately sounded the whistle and rang the bell several times without attracting the attention of Mr. Regan, whereupon, seeing that Mr. Regan did not leave the track, the engineer made the service application of his brake and thereby slackened the speed of the train; and when it became evident that Mr. Regan would not leave the track, the engineer made the emergency application of the brake and stopped his train, but not soon enough to avoid the collision. When the engineer first saw Mr. Regan, the train was going down grade on its own momentum at a speed of forty-five miles an hour. No one on the train knew Mr. Regan.

Upon a careful consideration of the evidence, we find that the engineer made every reasonable effort to save the life of Mr. Regan, and that no one but himself was to blame for the accident.

The sacrifice of another human life again emphasizes the necessity of a statute which shall make it a misdemeanor to trespass upon the right of way of a railroad company.

Done at St. Albans, this 30th day of May, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO DAVID CHASSE JUNE 5, 1907, AT
WINOOSKI, ON THE CENTRAL VERMONT RY.

Hearing at Burlington, July 9, 1907.

Present: Commissioners Redmond, Porter, and Jackson, and the Clerk.

Appearances: A. L. Sherman, State's Attorney for Chittenden County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway Company. Joseph Chasse, father of deceased.

REPORT.

The evidence at the above hearing revealed the following facts:

About four o'clock on the morning of June 5, 1907, the dead body of David Chasse, a young man about thirty-six years of age, was found about thirty feet north of the "HENRY BRIDGE", so called, near Winooski on the right of way of the Central Vermont Railway Co. The body was lying on its face at right angles to the track, its left hand badly crushed lying across the rail, and the skull fractured in several places in the occipital region. The appearance of the wounds in the skull were such that they must have been inflicted by some blow from the train as distinguished from being crushed beneath the wheels. This portion of the railroad right of way is used as a common highway for pedestrians. A pint bottle about half full of alcohol was found upon the body.

From the evidence, we are inclined to believe that Mr. Chasse became intoxicated and lay down upon the track in about the position the body was found; that some train passed over his hand thereby rousing him sufficiently to cause him to attempt to rise, when he was struck on the head by some portion of the train and killed.

We are unable to find that the Railway Company, or any of its employees, was to blame for the death of Mr. Chasse. The death of Mr. Chasse was probably due to the habit of walking on the railroad track while sober, and blindly followed while intoxicated.

Done at Burlington, this 9th day of July, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO MRS. ALPHONSE BEAN, JUNE 9,
1907, AT COLCHESTER, ON THE CENTRAL VERMONT
RAILWAY.

Hearing at Burlington, July 9, 1907.

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: A. L. Sherman, State's Attorney for Chittenden County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway Company. M. G. Leary, Attorney for Adolphus Bean, husband of deceased.

REPORT.

The evidence at the above hearing revealed the following facts:

About 10:35 on the morning of June 9, 1907, Mrs. Alphonse Bean, a woman about fifty-two years of age, stood on the station platform at Colchester, talking with the station agent. About this time, a locomotive, drawing an extra southbound freight train consisting of thirty-two

cars, whistled for the Colchester Station. Mrs. Bean must have heard this whistle, and understood that the train was approaching. However, after talking a short time with the station agent, she ran south up the platform toward the railroad crossing. The engineer and fireman saw her thus running, and the engineer sounded his whistle. Mrs. Bean several times acted as if she would cross the main line before she reached the highway crossing. If she had done so, she could have crossed in safety. She continued running until she reached the railroad crossing, whereupon she turned at right angles to cross the main line. At this time she could not have been more than twenty feet in front of the locomotive. She succeeded in placing one foot over the rail of the main line upon the highway crossing, when she was struck by the locomotive and killed.

From all the evidence, including the testimony of several witnesses not in the employ of the Railway Company, we find that the death of Mrs. Bean was due to her own carelessness in attempting to race with the train over the crossing. We are unable to find that any of the railroad employees were guilty of negligence in the matter.

Done at Burlington, this 9th day of July, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO MRS. GEORGE CASSIDY AND OTHERS. AT
CENTRE RUTLAND, AUGUST 7, 1907, ON THE RUT-
LAND STREET RAILWAY.

Hearing at Rutland, August 27, 1907.

Present: Commissioners Redmond, Porter and Jackson, and the Clerk.

Appearances: R. A. Lawrence, State's Attorney for Rutland County, for the State of Vermont. G. S. Haley, Manager, and A. S. Horton, Superintendent, for the Rutland Railway Light and Power Company.

Injured Persons: Chas. L. Howe, Attorney for Mary De Celle. Mrs. George Cassidy.

REPORT.

A public investigation into the cause of this accident held at Rutland August 27, 1907, revealed the following facts:

The only precaution adopted by the Rutland Railway Light & Power Company to prevent a collision with a car running extra, is that when two regular cars meet at a switch, the conductor and motorman of one verbally notify the conductor and motorman of the other whether the line is clear or whether an extra is following. On August 7, 1907, a little after noon, two regular cars met at a switch in the town of Rutland, a little over two miles from the city of Rutland, at what is called the "Swedish Church Switch." One of these cars started from the city of Rutland bound for West Rutland. The other started from Fair Haven bound for the city of Rutland, and was followed by an extra car, as the conductor and motorman of the east bound regular car well knew; but they forgot this fact, and neither of them notified the crew of the other regular car which they passed at the switch. In consequence of this neglect, in about two minutes after these regular cars met, the west bound regular car, which was loaded with passengers, collided with said extra car which happened to be carrying only its conductor and motorman. Near the point of the collision was quite a sharp reverse curve along which the view was also obstructed by trees and shrubbery, most of which have since been cut. The result of the collision was that thirteen passengers of the west bound regular car were more or less injured, but none of them seriously. The motorman of said west bound car was, however, very seriously injured having suffered a compound fracture of his left leg and a fracture of his skull, which last injury it was thought would prove fatal. At the time of the hearing he was in the hospital and unable to be present before the Board; but he is improving and the prospect is that he will make a full recovery.

The primary cause of this accident, as is apparent from the facts recited above, was the negligence of the conductor and motorman of the east bound regular car to notify the crew on the west bound regular car that an extra was following. But it is also apparent that the Rutland Railway Light & Power Company is to blame in the matter. The regulation above recited for guarding against collision with a car running extra is wholly inadequate, and it is negligence to operate a street railway with the heavy passenger traffic that this company handles, without more adequate protection against a collision of this character. Said Company is also to blame for allowing trees and shrubbery to grow along its line in such a manner as to obstruct the view of approaching cars at such a dangerous point upon its road.

It appeared that under the regulation above referred to, conductors and motormen notified each other of extras following, without stopping the passing car at the switch. Since the accident the Company has insisted that the cars come to a full stop at the switch, and that then the information above indicated be communicated; but even this added precaution does not render the regulation adequate.

Unless the Rutland Railway Light & Power Company shall at once adopt some adequate rules and regulations to guard against collisions of this character, this Board upon proper notice and hearing, will make such orders in the premises as public safety requires.

Done at Rutland, this 27th day of August, 1907.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO C. W. ST. JOHN, JUNE 25, 1907, AT
MONTPELIER JUNCTION ON CENTRAL VERMONT
RAILWAY.

Hearing at Montpelier, September 11, 1907.

Present: Commissioners Porter and Jackson, and the Clerk.

Appearances: Benjamin Gates, State's Attorney for Washington County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway Company.

REPORT.

A public investigation into the cause of above accident, held at Montpelier, on September 11, 1907, disclosed the following facts:

Charles W. St. John, of Montpelier, aged 24, a Central Vermont brakeman, on the evening of June 25, 1907, at Montpelier Junction, was riding on a freight car, his feet in the iron step and his hands on the side grab iron. This car was next to Engine 210, and, with several others, was being "kicked" on to the "Y" siding. St. John in pulling the pin unnecessarily went in between the engine and car, fell, was run over by the engine and fatally injured.

Done at Montpelier, this 11th day of September, 1907.

ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO MRS. D. P. S. SEXTON AT MONTPELIER, AUGUST 7, 1907, ON THE CENTRAL VERMONT RY.

Hearing at Montpelier, September 11, 1907.

Present: Commissioners Porter and Jackson, and the Clerk.

Appearances: Benjamin Gates, State's Attorney for Washington County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway Company. John Conley, a brother of deceased.

REPORT.

A public investigation into the cause of above accident held at Montpelier, on the 11th day of September, 1907, revealed the following facts:

Mrs. D. P. S. Sexton, of Montpelier, on the 7th day of August, 1907, was walking from Granite Street, Montpelier, towards the Montpelier & Wells River R. R. Co's. Passenger Depot and along its track. She stepped from this track over to the Central Vermont track to avoid a Montpelier & Wells River train approaching her from said Depot. This placed her in the path of a Central Vermont train, Number 69, coming from the opposite direction. The engineer of this train did everything in his power to avoid striking her, but she did not seem to hear his warnings, and the train could not be brought to a standstill until after it had run over and killed her. Mrs. Sexton was a trespasser on the railroad track, and the accident was caused solely by her own carelessness.

Done at Montpelier, this 11th day of September, 1907.

ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE DERAILMENT OF EXTRA PASSENGER TRAIN, ENGINE NO.
203, ONE MILE FROM MONTPELIER, AUGUST, 26,
1907, ON THE CENTRAL VERMONT
RAILWAY.

Hearing at Montpelier, September 11, 1907.

Present: Commissioners Porter and Jackson, and the Clerk.

Appearances: Benjamin Gates, State's Attorney for Washington County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway. Burton E. Bailey, Attorney for Frank Jangraw, one of the persons injured in said accident.

REPORT.

A public investigation into the cause of the above accident held at Montpelier, September 11, 1907, revealed the following facts:

The Central Vermont Extra Passenger Train, Engine 203, from Montpelier to Barre, was derailed on the 26th day of August, about 8.30 a. m. The place of derailment is just north of Dodge's bridge. The engine was running tender ahead. The engineer felt the jar caused by the trucks of the tender leaving the rails and applied the emergency brake; but the engine crashed over the embankment and the smoking car also toppled over. The engineer and fireman escaped without injury and the passengers in the smoking car with a slight shaking up. The evidence disclosed some poor ties at the point where the engine overturned, a bad shoulder, and loose spikes along that portion of the roadbed, but good average ties at the point where the tender left the rails.

The preliminary report of the Railway Company to the Commissioners stated that the cause of the derailment was "unknown at present," and this is practically true upon the close of the evidence. If the rule of elimination of possible causes were followed, we should have to conclude

that the cause of the accident was either a weak shoulder, loose spikes, or, an obstruction on the track. To say which of these conditions was the direct cause of the accident would be a mere matter of conjecture.

Early in the spring of this year the Railway Company agreed with this Board of Railroad commissioners to lay a seventy-five pound rail between Montpelier and Barre, and at the hearing it was stated that preparations were now made to immediately carry this promise into effect. This improvement, if properly carried out, should greatly lessen the possibility of such an accident in the future, and more safely care for heavy traffic on this line.

Done at Montpelier, September 11, 1907.

ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO THOMAS P. O'GRADY AT BARRE,
AUGUST 21, 1907, ON THE BARRE RAILROAD.

Hearing at Montpelier, on September 11, 1907.

Present: Commissioners Porter and Jackson and the Clerk.

Appearances: Benjamin Gates, State's Attorney for Washington County, for the State of Vermont. H. C. Shurtleff, Attorney, and F. W. Stanyan, Superintendent, for the Montpelier and Wells River Railroad. Michael O'Grady, a brother of deceased, appeared but did not remain at the hearing.

REPORT.

On August 21, 1907, Thomas P. O'Grady, a brakeman on regular freight train No. 4 of the Barre Railroad, was riding on the first car of a granite train of fourteen cars. Beside him was conductor J. K. Smith. While the engineer was slowly pulling the first car onto the car scales near the freight depot in the city of Barre, Smith climbed down from the forward end of this car, and O'Grady started to

follow. There was a cry and an immediate stopping of the train, but too late, as O'Grady was crushed by the forward wheel of the first car and was dead in two or three minutes. He must have missed his footing. The Railroad Company are in no fault.

Done at Montpelier, this 11th day of September, 1907.

ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO MRS. LOUIS BOURMAN, AT MAN-
CHESTER, AUGUST 19, 1907, ON THE RUTLAND
RAILROAD.

Hearing at Manchester, November 22, 1907.

Present: Commissioners Redmond and Porter and the Clerk.

Appearances: W. J. Meagher, State's Attorney for Bennington County, for the State of Vermont. P. M. Mel-
den, Attorney for the Rutland Railroad Company. Louis
Bourman, husband of deceased.

REPORT.

A public investigation into the cause of this accident held at Manchester, November 22, 1907, revealed the following facts:

Mrs. Mary Bourman lived with her husband and daughter in Manchester, near the electric light station and about a mile south of the Village in the town of Manchester called Manchester Depot. About three-fourths of a mile south of the Manchester Railroad depot is a railroad-highway crossing at grade known as the "Manchester Street Crossing." The railway roadbed of the Rutland Railroad Company between Manchester Depot and this crossing is used as a common thoroughfare for pedestrians. About 7:30 o'clock in the evening of August 19, 1907, at a point about 90 rods north of said grade crossing, an engine draw-

ing the regular southbound passenger train of the Rutland Railroad Company, known as "No. 56," struck Mrs. Bourman and threw her a distance of about thirty feet, inflicting injuries of which she died in a few minutes.

Mrs. Bourman and her husband had for sometime been living very unhappily, and on the Saturday before the accident they had agreed on a separation. At the time she was killed, she was returning home from the Village of Manchester Depot, where she had been to engage rooms for herself and daughter, with the intention of moving there in a few days in accordance with the agreement of separation between her and her husband. She appeared to be very sad and nervous.

No one, excepting the engineer on the locomotive, saw the accident. He appears to be a very intelligent and truthful man, and he testified that he first saw Mrs. Bourman when she was about twenty-five rods ahead of him, standing in the middle of the road-bed between the rails, with her back towards the locomotive; that he immediately sounded the danger signal of the whistle and so continued until the locomotive struck her; that from the time he first saw her until she was struck by the locomotive, she stood perfectly still facing the south, with her head bowed; that as soon as he saw her he shut off steam, made the emergency application of his air-brake, and stopped his train in going a little more than its length. We are inclined to give much credit to this engineer, and find the facts to be as he testified.

A few minutes before the accident, and about fifteen rods north of where Mrs. Bourman was struck by the locomotive, she met one Mr. Gale with whom she conversed a short time, and while she was talking, the train started from Manchester Depot. She heard the train as it started, and remarked to Mr. Gale that it had started and she would not detain him any longer.

The foregoing are all the facts that we are able to find. From these facts we are satisfied that Mrs. Bourman committed suicide. We see no reason to blame the Railroad Company or any of its employees.

We improve this occasion, however, to call public attention to the peril of allowing people to make a common

highway of the railroad road-beds in this State. We sincerely hope that some legislation may be had to remedy this evil.

Dated at Manchester, this twenty-second day of November, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO MR. AND MRS. CHARLES STEVENS,
AT MAIDSTONE, SEPTEMBER 11, 1907, ON THE
MAINE CENTRAL RAILROAD.

Hearing at Maidstone, October 22, 1907.

Present: Commissioners Redmond and Porter.

Appearances: Harry B. Amey, State's Attorney of Essex County, for the State of Vermont. Harry Blodgett and I. U. Drew, for the Maine Central Railroad Company. H. B. Howe, for the Administrator of the Estate of Mrs. Charles Stevens.

REPORT.

A public investigation into the cause of this accident, held at Maidstone, October 22, 1907, revealed the following facts:—

In the town of Maidstone, on the railroad operated by the Maine Central Railroad Company, are two most dangerous grade crossings about six hundred feet apart, known as the "Twin Crossings," and which, on August 22, 1907, we ordered eliminated by the construction of a connecting section of public highway. The railroad between these crossings runs through a very deep cut, and a train approaching the south twin crossing from the north is invisible to a traveler approaching that crossing from that direction, nor could the engineer see such a traveler till the latter was almost on the crossing.

Mr. and Mrs. Charles Stevens were about sixty five years of age. About 3.40 in the afternoon of September 11, 1907, they drove from the north toward the south twin

crossing, in a covered buggy with the top up. The horse approached the crossing and went over it on the run, but the rear of the buggy was struck by the engine drawing the regular passenger train, running from Lime Ridge, P. Q., to Lancaster, N. H. The buggy was destroyed, Mr. and Mrs. Stevens were thrown some distance into a fence, whereby Mr. Stevens was severely bruised, and his wife so injured that, on September 26, she died. The railroad descends slightly from the north toward this crossing; the train was late and running on its own momentum, not using steam, at a speed of 30 or 35 miles an hour. The whistle was duly sounded at both crossings, and the bell was rung continuously from the north crossing till the accident. The fireman saw the team as it was about to go upon the crossing shouted a warning to the engineer, who almost instantly made the emergency application of the air brake, and stopped his train, which consisted of the engine, and four cars, in going a little more than twice its length.

We find that neither the railroad company nor any of its employees were to blame for the accident.

Dated at Maidstone, this twenty-second day of October, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE COLLISION BETWEEN BOSTON & MAINE TRAINS, NOS.
25 AND 42, NEAR VERNON, SEPT. 26, 1907, ON
THE CENTRAL VERMONT RY.

Hearing at Brattleboro, October 30, 1907.

Present: Commissioners Redmond and Porter and the Clerk.

Appearances: C. W. Witters, Attorney for the Central Vermont Railway Company.

REPORT.

A public investigation into the cause of this accident held at Brattleboro, October 30, 1907, revealed the following facts:

At a point about two miles north of the station at Vernon, Vermont, at 4:54 o'clock in the afternoon of September 26, 1907, the regular southbound passenger train known as "No. 42," and the regular northbound passenger train known as "No. 25," collided on the main line of the Central Vermont Railway Company. "No. 42" carried from 150 to 200 passengers, while "No. 25" had only nine passengers. The engineer and fireman of each train discovered the approach of the other train when the trains were about six hundred feet apart, and each engineer immediately made the emergency application of his air brake and so reduced the speed of their respective trains,—which were running about 25 or 30 miles an hour,—that then they collided they were not running at a speed to exceed eight miles an hour; and the only material damage was to the pilots of the respective engines. No one on either train was injured. Though these were regular Boston & Maine passenger trains, at the time of the collision they were running on the main line of the Central Vermont Railway Company and governed by orders issued by the Central Vermont train despatcher at New London, Connecticut.

The cause of this collision, which came so alarmingly near causing the loss of many lives, is disclosed by the following facts:

About four o'clock that afternoon, the Central Vermont telegraph operator at Brattleboro received from the said train despatcher at New London, Connecticut, the three following orders, numbered respectively 51, 53, and 55:

No. 51. "Number 2, engine 101, will carry signals Brattleboro to South Vernon for engine 7, Number 25, engine unknown, will get this order and meet first and second number 2, engines 101 and 7, at Vernon instead of Brattleboro. Number 42, engine unknown, and Number 25, engine unknown, will meet at Brattleboro."

No. 53. "Second number 90, engine 1021, will run ahead of number 42, engine 619, Brattleboro to Vernon. Number 23, engine 963, will meet second number 90 engine 1021, and number 42, engine 619 at Vernon."

No. 55. "Engines 619, 323, and 611 will run as first second and third number 42, Brattleboro to South Vernon. Second number 42, engine 323, will run one hour and thirty-five minutes late Brattleboro to South Vernon. Third number 42, engine 611, will run two hours and ten minutes late Brattleboro to South Vernon. Number 2, engine 101, will carry signals South Vernon to Palmer for engine 323. Second number 42, engine 323, will run one hour and thirty five minutes late South Vernon to Palmer."

The telegraph operator at Brattleboro is a young woman twenty-four years old, who had been in that position since April 15 last. About three and one-half years before last April, she worked for about six months as telegraph operator at Stafford Springs, Connecticut, and before that she had worked for about two and one-half months as telegraph operator at Maplewood Hotel in the White Mountains. Except as above stated she never had any experience or practice in telegraphy, outside of what she gained as a student at Springfield, Vermont.

"No. 42" arrived at Brattleboro at 4:42 o'clock that afternoon and left Brattleboro at 4:45. The duty of the telegraph operator at Brattleboro required her to make three copies of each train order, one copy each for the conductor and engineer of the train to which the order was directed, and one copy to be retained in her office. For this purpose, she had three different pads so constructed that she could make thereon three, five or seven copies, respectively. In the case of the above order No. 51, as it was directed to three different trains, she was required to make seven copies. For that purpose she seized a pad which she supposed was so constructed as to yield seven copies, whereas in fact the pad she used was of the sort that yielded only five copies; and so, after she had given a copy of that order to the conductor and engineer of each of the trains "first and second number 2," and later noticing that only one copy was left in the pad, she concluded that she had delivered the required copies to the conductor

and engineer of "No. 42." In fact, she had not delivered a copy of order No. 51 to either the conductor or engineer of train "No. 42," nor in any way given them any knowledge of the existence of such an order. In consequence whereof, the conductor and engineer of "No. 42," justly supposing that they had the right of way from Brattleboro to Vernon left Brattleboro with their train at about 4:45.

The rules of the Company require the telegraph operator immediately upon the receipt of a train order from the train despatcher to repeat the same to train despatcher who thereupon "OK's" it to the operator and gives the time. Before the train order is delivered, the conductor must sign it, and the telegraph operator is required to call up the train despatcher and inform him that the train order has been so signed by the conductor, whereupon the despatcher wires the operator the word "complete," adding the hour, and thereupon the operator delivers the order. Before this accident, whenever more than one order was addressed to the same train, the operator reported to the train despatcher the signature of all the orders at the same time. In this case, about 4:43 p. m. she called the said train despatcher and reported to him the signature of the orders addressed to train "No. 42" as follows: "Numbers 53 and 55, signature Davis, 42"; whereupon said train despatcher gave the word "complete" adding the hour, and thereupon the operator delivered those orders. The above was the only communication by the operator to the train despatcher of the signatures of the orders addressed to said train "No. 42." It will be noticed in the foregoing communication of the operator no reference is made to the above order No. 51 addressed to said train "No. 42," and required it to meet "No. 25" at Brattleboro. The train despatcher should have noticed this omission and immediately called it to the attention of the operator. Had he done so, the collision would have been avoided.

For some time previous to this accident, it has been the custom of the railway employees, and even strangers, to frequent the telegraph operator's office at Brattleboro. This, of necessity, has resulted in confusion, and has tended to embarrass the operator in her work.

From the foregoing facts, it appears, and we find, that the cause of this collision, which endangered the lives of so many people, was the negligence of the operator at Brattleboro in not delivering order No. 51 to the conductor and engineer of train "No. 42," combined with the negligence of the train despatcher at New London, Connecticut, in not detecting this omission when the operator at Brattleboro communicated to him that orders 53 and 55 addressed to train "No. 42" had been signed by the conductor as above indicated. Notwithstanding the negligence of the operator at Brattleboro, the train despatcher is especially responsible for this accident. It was his duty to have detected said omission of the operator. His was the especial responsibility.

We are also satisfied that among the contributing causes of this accident were the following:

First: The lax custom, prevailing before this accident of communicating to the train despatcher the conductor's signature when more than one order addressed to him is so reported, namely, the manner above indicated of reporting same together. All such orders should be severally and separately reported to the train despatcher for his approval. We understand this last method had been adopted since this accident.

Second: The very lax custom, prevailing before this accident, of allowing railroad employees and others to frequent the office of the telegraph operator at Brattleboro with the resulting embarrassment to the operator in her work. We are pleased to learn that this custom has been strictly prohibited since the accident, and that hereafter all business with the operator is to be transacted through the window provided for that purpose, and all intruders are excluded from her office.

Dated at Brattleboro, this 30th day of October, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO H. H. CHASE AT SO. VERNON, SEPT.
5, 1907, ON THE CENTRAL VERMONT
RY.

Hearing at Brattleboro, October 31, 1907.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: A. F. Schwenk, representing the State's Attorney for the County of Windham, for the State of Vermont. H. A. Whitney, Attorney for Sadie E. Chase, the widow of the deceased.

REPORT.

A public investigation into the cause of this accident held at Brattleboro, October 31, 1907, revealed the following facts:

Herbert H. Chase was about thirty years of age, lived at South Vernon, and was the foreman of the Central Vermont Railway section gang for the section near that place. About 9:30 o'clock in the evening of September 5, 1907, Mr. Chase called his three section men, two of whom at least were then in bed, to go with him to replace a broken rail near the grade crossing known as "Brown's Crossing" about two miles north of South Vernon. Mr. Chase and his three men on their hand-car followed the regular freight train No. 265 out of South Vernon north towards this crossing. They arrived at the broken rail a few minutes past eleven o'clock. They placed a torpedo upon the rail a proper distance south of them and Mr. Chase took a red lantern and went north to flag any approaching train, directing his men in the meantime to replace the broken rail. This they proceeded to do.

At 11:35 o'clock that evening the Boston & Maine locomotive No. 618, with a Boston & Maine engineer and fireman and a Central Vermont pilot, started from Brattleboro bound for Springfield, Massachusetts. They approached the "Brown Crossing" at about 11:50. We are satisfied, and find, that the engineer of this locomotive

whistled for said crossing at or about the whistling post, but no one on the engine saw any red light or signal of any kind, although the engineer was in his proper position and keeping watch out of the side window of his cab. The night was dark and foggy. One of the section men at work replacing the broken rail heard the whistle, and immediately the men proceeded to take the hand-car from the track, which they had barely time to do, when the engine passed them at a speed of about thirty miles an hour. At this time, they had not completed their work of installing the new rail. They had driven only three spikes, and the joints had only one bolt each when the engine passed. Immediately thereafter, they finished their work of properly securing the new rail in its place, which took about twenty minutes. Thereupon they went north to find Mr. Chase, justly supposing that something must have occurred, else the engine would not have been suffered to pass him. At a point about 110 rods north of said crossing and about twenty or thirty rods south of the whistling post, they found Mr. Chase lying on his back on the west side of the west rail, about five feet therefrom, and his body substantially parallel therewith, with his head toward the south. The top of his skull was crushed in, a piece of his soft hat being driven into his head, and both legs broken between the knee and ankle. He was then alive but unconscious. The globe of his lantern was broken into many pieces, and scattered along the road-bed between the rails. The frame of the lantern was broken in two pieces, one of which lay between the rails in the center of the road-bed directly opposite his body, and the other piece lay between the rails some ten feet south of his body. One shoe was found some twenty-five feet west of his body. He was taken to the Brattleboro Memorial Hospital where he died at nine o'clock the next morning.

Of the above facts we are well satisfied. We are also well satisfied, and find, that Mr. Chase was injured in consequence of being struck by said engine No. 618. But just the manner of the accident, what Mr. Chase was doing at the time he was hit, where he was situated, whether standing or sitting or lying on the ground, is largely a matter of speculation. As the foregoing facts developed,

we were suspicious that there might have been some intoxicating liquor involved in the matter, but upon the most searching inquiry, we were unable to elicit the slightest evidence tending to show any such thing. We see no good reason why we should speculate upon how the accident occurred.

We cannot find that either the Railway Company or any of its employees, unless it was Mr. Chase himself, was to blame for this accident.

Dated at Brattleboro, this 31st day of October, 1907.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO HERBERT THAYER AT SHELDON,
AUGUST 18, 1907, ON THE ST. JOHNSBURY &
LAKE CHAMPLAIN R. R.

Hearing at St. Johnsbury, January 21, 1908.

Present: Commissioners, Redmond, Porter, Jackson,
and the Clerk.

Appearances: H. E. Folsom, Superintendent of the St.
Johnsbury & Lake Champlain Railroad Co.

REPORT.

A public investigation into the cause of this accident held at St. Johnsbury, January 21, 1908, revealed the following facts:

At 10:45 p. m. at a point about one-fourth of a mile west of Sheldon station, on the St. Johnsbury and Lake Champlain Railroad, the engineer on the locomotive drawing extra freight train No. 477 saw an object ahead between the rails. He immediately applied his brakes, but was unable to stop his train till it had passed over this object. After the train stopped, it was discovered that the

object was the frightfully mutilated dead body of Herbert Thayer, a man about forty years of age, and a resident of Fairfield.

Mr. Thayer had been to St. Albans that day, and on his way home had left the Central Vermont train at Sheldon Junction, and evidently started to walk to his home along the railroad track. The only other train, besides No. 477, that passed the spot where his body was found, after the arrival of said Central Vermont Train at Sheldon Junction, was No. 41, the regular West bound passenger train of the St. Johnsbury & Lake Champlain Railroad, which passed there about 8:23 p. m. A careful examination of that train revealed not the slightest evidence that it had passed over Mr. Thayer, and neither the engineer nor any other person thereon had any knowledge that that train struck Mr. Thayer, and we are well satisfied and find that it did not. Some bananas, an umbrella, hat, and some phonograph records, the property of Mr. Thayer, were found just outside the rail nearly opposite where the body was first seen by the engineer on No. 477. When the crew on No. 477 inspected the body after that train passed over it, they discovered that the body was then cold, indicating that Mr. Thayer was not killed by that train, but must have been dead some time when it passed over him.

We find that Mr. Thayer was at least somewhat intoxicated when he left the Central Vermont train at Sheldon Junction; and there was some evidence tending to show that he was subject to fits.

On all the evidence, we are inclined to believe that Mr. Thayer dropped dead between the rails sometime before No. 477 passed over him and after said Westbound passenger train had passed the spot where his body was first seen by the engineer on No. 477; or lay there in a drunken stupor when the engineer of 477 first saw him.

We are unable to find that either the Railroad Company, or any of its servants were at all to blame in the matter. This piece of track is a common thoroughfare for pedestrians in that locality, and is but another instance of the reprehensible practice current in all parts of the State of using the right of way of the railroads as a common

thoroughfare for foot passengers, to which we have so often called attention.

Dated at Bradford, Vermont, this twenty-first day of January, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO MRS. KATE TENNY, AT WHITE RIVER
JUNCTION, NOVEMBER 15, 1907, ON THE
CENTRAL VERMONT RAILWAY.

Hearing at White River Junction, January 22, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: C. W. Witters, Attorney for the Central Vermont Railway Company.

REPORT.

A public investigation into the cause of this accident held at White River Junction on January 22, 1908, revealed the following facts:

On November 15, 1907, about eight o'clock in the evening, at a point about a mile south of the station at White River Junction, on the Central Vermont Railway, the engine drawing the regular northbound passenger train No. 19 struck and instantly killed Mrs. Kate Tenny, who was walking along the railroad right of way toward her home which was near the railroad track and only a few rods from where she was killed. No one saw the accident excepting the engineer. From his testimony we find that he first saw Mrs. Tenny when she was about twenty rods away, and was walking toward the North on the railroad embankment about six feet from the rail. When the engine was within about a rod of her she attempted to cross the track in the direction of her home, and though the engineer imme-

diately applied the emergency brake he was unable to stop his train before he struck her. About the time when the engineer saw Mrs. Tenny, he whistled for a crossing and a very short time before that he whistled for the station, and the bell rang continuously from the time he whistled for the crossing until after Mrs. Tenny was killed, and indeed until after the train reached the station at White River Junction.

We are unable to find that the Railway Company, or any of its employees, were responsible for this accident, which seems to be another result of using the railroad right of way as a common thoroughfare for pedestrians.

Dated at White River Junction, January 22, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO PETER W. CARPENTER, AT BRADFORD,
AUGUST 11, 1907, ON THE BOSTON & MAINE
RAILROAD.

Hearing at Bradford, January 22, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: March M. Wilson, State's Attorney for
Orange County, for the State of Vermont. George W. Cree,
Assistant Superintendent, Boston & Maine Railroad.

REPORT.

A public investigation into the cause of this accident held at Bradford, January 22, 1908, revealed the following facts.

On August 11, 1907, between one and two o'clock in the afternoon, at a point on the Boston & Maine Railroad

about two and one-half miles north of Bradford station, the head brakeman of extra freight train No. 278, as he was riding on the pilot of the engine, noticed a part of the severed body of a man lying between the rails in front of the engine. He immediately notified the engineer to stop the train, but not before it passed over the body. The remains proved to be the mangled body of Peter W. Carpenter, who was probably run over by some other train while he was walking upon the railroad right of way. We are inclined to believe that he was killed by the northbound way freight No. 265, which passed there about 9:30 a. m. the same day.

We were unable to get any information other than the facts detailed above. From these facts we are unable to find that the Railroad Company, or any of its employees, were to blame for this accident, which is probably directly attributable to the custom, so prevalent in this State, and so often criticised by us, of pedestrians using the railroad right of way as a thoroughfare.

Dated at White River Junction, Vermont, this twenty-second day of January, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO EDWIN R. HICKS AT MILTON,
AUGUST 31, 1907, ON THE CENTRAL VER-
MONT RAILWAY.

Hearing at Milton, January 23, 1908.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: A. L. Sherman, State's Attorney for Chittenden County, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway Company. L. D. Latham, Attorney for Mrs. Helen Hicks, widow of deceased.

REPORT.

A public investigation into the cause of this accident, held at Milton on January 23, 1908, revealed the following facts:

At about 5:20 p. m. on August 31, 1907, at a point on the Central Vermont Railway, in the town of Milton, about two miles north of the passenger station there, and about ninety rods north of the crossing known as "Pearl's Crossing," the locomotive drawing a special passenger train of the Central Vermont Railway Company struck and instantly killed Edwin R. Hicks, a resident of Milton. Mr. Hicks was about 62 years of age, and was quite deaf. He had been berrying and was returning home with two pails full of berries. He was walking south between the rails. Just north of said crossing, the curvature of the track is such that the engineer from his seat in the cab was unable to see Mr. Hicks until he was about ten rods from him. He then saw him and immediately several times sounded the danger blast of his whistle, and made the emergency application of his air-brake and stopped his train, which consisted of nine cars, in about twice its length. The train was about seven hours late. It was the regular passenger train No. 9 and ran as such from White River Junction to Essex Junction, and then, on account of being so late, was run as a special. At the time of the accident, the train was running at least thirty-five miles an hour. The engineer was in his proper place and continually on the lookout. When the train reached "Pearl's Crossing," the fireman, from his side of the cab, saw Mr. Hicks walking in the center of the track, about one-third of a mile distant, but thought nothing of it, as trespassers were frequently seen walking along the line of the Central Vermont Railway at this locality and at almost every other locality along the line; hence he said nothing about the matter to the engineer, but turned immediately to attend to his fire, in which occupation he was engaged when the accident occurred. Some of the cross-examination indicated that counsel thought that fireman was to blame for not

having notified the engineer of what he saw, but we are unable to say so in view of the circumstances.

Dated at Burlington, January 23, 1908.

JOHN W. REDMOND,
ELI H. PORTER.
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO JAMES FALLON AT OAKLAND,
OCTOBER 18, 1907, ON THE CENTRAL VERMONT RY.

Hearing at St. Albans, January 23, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: F. S. Tupper, State's Attorney for
Franklin County, for the State of Vermont. C. W. Witters,
Attorney for the Central Vermont Railway Company.

REPORT.

A public investigation into the cause of this accident held at St. Albans, January 23, 1908, revealed the following facts:

On October 18, 1907, on the Central Vermont Railway, about three-quarters of a mile south of Oakland station, at about 11:25 a. m. and a few minutes after the regular Northbound passenger train No. 9 had passed that spot, the body of James Fallon was found completely severed a little above the middle, the trunk of the body lying outside of the rails and the remainder thereof inside the rails and twenty or thirty feet north of the trunk. We are satisfied that said passenger train No. 9 did not kill Mr. Fallon, for we find that he was dead some hours before that train passed over his body, and that it was severed by some other train. When found, *rigor mortis* had set in, and the body was cold. In a pocket of his trousers, whence issued a distinct odor of alcohol, were found the

remains of a broken glass bottle. Mr. Fallon was about thirty years of age.

Of all the above facts we are well satisfied, but further than these facts we were unable to get any information. We were unable to find anyone who had recently seen Mr. Fallon alive. We do not know whence he came or whither he was going; hence upon the best investigation we have been able to make we are unable to find that any one was to blame for his death, unless it was himself. Of course, we are satisfied and find that he was killed by some of the trains of the Central Vermont Railway Company.

Dated at Burlington, this twenty-fourth day of January, 1908.

JOHN W. REDMOND,
ELI H. PORTER.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO JOHN W. GREGORY AT WINOOSKI,
SEPTEMBER 14, 1907, ON THE CENTRAL VERMONT RAIL-
WAY.

Hearing at Burlington, January 24, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: A. L. Sherman, State's Attorney for
the County of Chittenden, for the State of Vermont. C. W.
Witters, Attorney for the Central Vermont Railway Com-
pany. James Jacobs appeared in behalf of the widow
of deceased.

REPORT.

A public investigation into the cause of this accident,
held at Burlington, on January 24, 1908, revealed the fol-
lowing facts:

The regular passenger train "No. 20" of the Central
Vermont Railway Company leaves Cambridge Junction
at 9:30 a. m. bound for Burlington where it is due at
11:10 a. m. On September 14, 1907, about 11:00 a. m.,

as that train rounded the curve and brought the engineer in sight of the "Twin Bridges" across the Winooski River about one-half mile from Winooski station, he saw for a few seconds a man who, from that distance, appeared to the engineer to be walking toward Winooski on the roadbed between the two bridges. The curves were such that the engineer lost sight of the man for a little, and when he saw him again he discovered that he was only about 700 feet ahead of the locomotive and running between the rails across the more southerly of the "Twin Bridges." The engineer immediately sounded the danger blast of the whistle and made the emergency application of his air brake. The man stepped from between the rails to the furthest margin of the bridge on his right, and a little south of its center, and there assumed a stooping or kneeling posture, before the locomotive reached him. If he had lain there completely prone, he would have been safe. As it was, the steps of the passing locomotive struck his side and hurled him to the bed of the stream below, a distance of some ninety feet. The train consisted of three cars and the locomotive, was a little late and running down grade on its own momentum, at about forty miles an hour and was stopped when the rear car was about 550 feet south of where the man was hit. The train crew went back over the bridge and saw the body in the bed of the stream a little south of its center, and apparently dead. There was nothing to prevent one from safely wading to the body. The current was not strong and the water only about one foot and a half deep, though the descent to the river bank at that point was somewhat difficult. None of the train crew attempted to rescue the body, but continued their journey to Winooski, where they reported the accident. A short time thereafter, men, other than railroad employees, took the dead body from the stream by means of a boat.

We have no doubt that the man was dead when the train crew saw his body in the stream, but their seeming indifference to the possibility that life was not extinct, and their departure without attempting to rescue the body, merits the severest criticism.

The deceased was John W. Gregory, a lawyer, residing in Waitsfield, Vermont. He was also an amateur photographer, and on the morning of the accident was taking pictures in the vicinity of the "Twin Bridges", and attempted to save his photographic equipment as well as his life when he was surprised by the appearance of the train.

Except as above indicated, we cannot find that any blame attaches to the Railway Company or its employees.

This is but another sad result emphasizing the necessity of legislation to prohibit trespassing on the right of way of the railroads in this State.

Dated at Newport, on this first day of February, 1908.

JOHN W. REDMOND,

ELI H. PORTER.

S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO HARRY MILES ON THE BELLOWS
FALLS & SAXTONS RIVER STREET RY. AT BELLOWS
FALLS, MARCH 17, 1908.

Hearing at Bellows Falls, April 2, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: R. C. Bacon, State's Attorney for Windham County, for the State of Vermont. George A. Weston, for the Bellows Falls & Saxtons River Street Ry. Co. Charles Miles, brother of deceased. F. H. Sanborn, brother-in-law of deceased.

REPORT.

A public investigation into the cause of this accident, held at Bellows Falls, on the second day of April, 1908, revealed the following facts:

Harry Miles, a lad about twelve years of age, whose parents live in Bethlehem, New Hampshire, was residing

with his sister at Bellows Falls and attending school there. On March 11, 1908, about noon, as the regular freight train of the Bellows Falls & Saxtons River Street Railway Company, from Bellows Falls and bound for Saxtons River, reached Atkinson Street at a point near William Street, young Miles attempted to board a freight car. He grasped the handle of the door, and in attempting to board the car, ran beside it for a distance of about four rods, and in some way was drawn beneath the wheels and frightfully mangled, dying in a few hours.

Absolutely no blame attaches to any one for this sad accident except to the lad himself. The freight train consisted of the electric motor and one freight car. No one on the train saw the boy attempt to board the car, nor could they be expected to have seen him in the circumstances. The train was probably moving at the rate of about five or six miles an hour.

We earnestly recommend to the Street Railway Company, and the prosecuting officers in the town of Rockingham, that they be vigilant to enforce our statute penalizing any attempt, by minors, to mount moving trains of the railway company, as this lad attempted to do.

Dated at Bellows Falls, this second day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO LEON DANCOSÉ ON THE CENTRAL
VERMONT RAILWAY NEAR GEORGIA, SEPTEMBER 8, 1907.

Hearing at Milton, January 23, 1908, and at Burlington, January 24, 1908.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: A. L. Sherman, State's Attorney for the County of Chittenden, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Railway

Company. E. A. Ashland, Attorney for the heirs of Leon Dancose.

REPORT.

A public investigation into the cause of this accident, held at Milton, January 23, 1908, and at Burlington, January 24, 1908, revealed the following facts:

On Sunday, September 8, 1907, when the regular northbound passenger train "No. 1" of the Central Vermont Railway Company, reached a point about one and one-fourth miles north of the Milton passenger station, the engineer saw a short distance ahead of his engine the dead body of a man with the head severed therefrom, and lying just within the rail on the engineer's right hand side, and the body lying at right angles to that rail and about eighteen inches therefrom. The engineer immediately stopped his train, but not until it passed over the spot opposite which the body lay. An immediate inspection of the body revealed the fact that it had been dead some hours, and further investigation showed that it was the body of Leon Dancose, a man about twenty-seven years of age and a resident of Salem, Massachusetts.

We find that on Friday, September 6, 1907, the deceased purchased at Nashua Junction, New Hampshire, a ticket for Point Levi, Quebec, and that on Saturday, September 7, 1907, he rode on that ticket from White River Junction to Essex Junction in this State. That ticket was found on his dead body and revealed the fact that it had been used for the transportation above indicated. In order to reach Point Levi, he should have changed cars at Essex Junction. About \$66.00 in money was found upon his person.

The above are all the facts that we are able to find with certainty. How the deceased came to the place where his dead body was found is a matter of pure speculation. We are unable to find any person who saw the deceased alive after September 6, 1907. This is one of those railroad accidents that sometimes baffle all investigation.

From the foregoing, it results that we are unable to find that either the Railway Company or any of its employees were to blame for the death of Leon Dancose.

Dated at Newport, this 23rd day of March, 1908.

JOHN W. REDMOND,
ELI H. PORTER.
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO H. A. WHITCOMB AND HELEN BROWN, ON
THE BOSTON & MAINE RAILROAD, AT NEWPORT, MARCH,
3, 1908.

Hearing at Newport, March 31, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: Young & Young, Attorneys for the Boston & Maine Railroad. H. A. Black, for E. A. Cook, State's Attorney for the County of Orleans, for the State of Vermont. H. A. Whitcomb, one of the parties injured.

REPORT.

A public investigation into the cause of this accident, held at Newport, on March 31, 1908, revealed the following facts:

The regular passenger train of the Boston & Maine Railroad running from White River Junction to Sherbrooke is known as "No. 9", and is due at Newport at 12:35 p. m. On March 3, 1908, this train was about two minutes late into Newport, and as it rounded quite a long and sharp curve well within the yard limits at Newport, the engineer saw a freight train on the main line about six hundred feet ahead of him. About the same time he saw a flagman that had been sent back to protect the rear of the freight train. The engineer immediately made the emergency application of his airbrake, but was unable to

stop the train till it crashed into the rear of the freight. At the time of the collision, however, the speed was so reduced that little damage was done except to the caboose and one other car in the freight train. No one was injured except one girl, Helen Brown on the passenger train, who suffered a slight bruise on her cheek, and the fireman on the passenger train, H. A. Whitcomb, who jumped from the engine thereby suffering some injury to his knee and foot.

When the engineer first saw the freight train, he was running at a speed of at least twenty miles an hour. The rules of the Railroad Company require that no passenger train exceed fifteen miles an hour through this yard. The flagman sent back to protect the rear of the freight train did not go so far south as he should, in view of the circumstances. He certainly should have gone south to the "point" of said curve, and if he had done so the accident would have been averted. We are equally well satisfied that even as it was, if the passenger train had been running in obedience to said rule not exceeding a speed of fifteen miles an hour, the engineer could have stopped his train in time to have avoided the collision.

It follows then, that the cause of this collision, which might have resulted in great loss of life, was due to the combined failure of the flagman to proceed further south, and of the engineer on the passenger train to obey the rule above referred to.

We think the rule above referred to is a very reasonable and proper precaution, and the Railroad Company should be very vigilant to see that it is complied with.

Dated at Newport, this 31st day of March, 1908.

JOHN W. REDMOND,
ELI H. PORTER.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO NEIL CHAMBERLAIN AND EMILE
LABBE, ON THE GRAND TRUNK RAILWAY, NEAR
ISLAND POND, JANUARY 20, 1908.

Hearing at Island Pond, April 1, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: George L. Hunt for Harry B. Amey, State's Attorney for Essex County, for the State of Vermont. Porter H. Dale for the Grand Trunk Railway Company. Bernard Labbe, father of Emile Labbe, deceased.

REPORT.

A public investigation into the cause of this accident, held at Island Pond, on April 1, 1908, revealed the following facts:

The height of land on the Grand Trunk Railway west of Island Pond, known as the "Summit", is seven miles from that station. About noon on January 20, 1908, the Grand Trunk shunting locomotive No. 924, which had helped a freight train to the "Summit", on its return to Island Pond, and at a point about three miles west of that station, struck and instantly killed Neil Chamberlain and Emile Labbe, severing the head from Mr. Chamberlain's body and otherwise frightfully mangling him, and Labbe was killed by his skull having been fractured. These two men had been working for the Fitzgerald Land and Lumber Company in the woods near the "Summit", and on the morning of January 20, 1908, they were discharged and were probably going to Island Pond walking along the railroad track. The locomotive that struck them was backing toward Island Pond. It was so stormy and the wind was blowing so hard that the engineer could see only a few feet beyond the tender, one intelligent witness testified that he could see only a couple of feet beyond the tender—hence, though on the lookout, he saw no one on the track. At the time of the accident, the locomotive was running at least thirty miles an hour.

We find that it is frequently necessary for shifting locomotives from the yard at Island Pond to help freight trains to the "Summit," even making such trips eight times in twenty-four hours. These helpers often are headed toward the "Summit" and have to run backwards to Island Pond, as there are no facilities for turning the locomotives at the "Summit." The track from Island Pond to the "Summit" is a common highway for pedestrians, especially to and from the various lumber camps at the "Summit" and vicinity.

We are satisfied that Messrs. Chamberlain and Labbe were at least somewhat intoxicated on the morning of the accident. Owing to this and the exceedingly stormy weather, they were probably unable to see or hear the approaching locomotive. We are also satisfied that, in view of the exceedingly stormy weather, the inability of the engineer to see but a short distance beyond the tender, and the known likelihood of people being on the track, it was negligence to be running the locomotive at a speed of thirty miles an hour.

But we are equally well satisfied that the loss of these two lives is chiefly due to the custom prevalent throughout this State, and which we have so often criticised, of pedestrians using the railroad right of way as a common highway.

We are not prepared to say that the Railway Company is to blame, in the circumstances, for allowing the helping locomotives to back from the "Summit" toward Island Pond; but we earnestly urge the Company to see to it that, whenever it is possible, these helpers are attached to the rear of the train, with the tender ahead, thereby enabling the helper to return to Island Pond headed in that direction.

Dated at Island Pond, this first day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO W. A. COLEMAN ON THE CENTRAL
VERMONT RAILWAY AT BRATTLEBORO, FEBRUARY
14, 1908.

Hearing at Brattleboro, April 2, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: R. C. Bacon, State's Attorney for Windham County, for the State of Vermont. A. F. Schwenk, for the Central Vermont Railway Company.

REPORT.

A public investigation into the cause of this accident, held at Brattleboro on the second day of April, 1908, revealed the following facts:

On February 14, 1908, W. A. Coleman was fireman on the locomotive drawing the regular Northbound freight train of the Central Vermont Railway Company from New London, Connecticut, to White River Junction, Vermont. When that train reached Brattleboro, it took the siding to allow the regular southbound passenger train, known as "No. 2", to pass it. Mr. Coleman improved that opportunity to go to the engine house to procure a fire hook which he needed on the locomotive. He went to the engine house, procured the fire hook, and started south walking along the side of the main line towards his locomotive. While so walking, a light engine bound for South Vernon passed him on the main line. This engine was then being followed by the local shifting engine drawing one coal car, on the north end of which was riding the yardmaster and on the south end two brakemen. The shifting engine was backing south, moving very slowly and following said light engine at a distance of six or seven car lengths. After the light engine passed Mr. Coleman, he stepped between the rails of the main line from the west side of the track,—the fireman's side. At that time, the yardmaster noticed this and immediately signalled the engineer to stop, which

he did, but not until the shifting engine struck Mr. Coleman and passed over him nearly its whole length. He was immediately taken from beneath the engine and died in a few minutes, his neck having been broken.

The shifting engine had been moving about one-fourth of a mile through the yard, on the main line, when Mr. Coleman stepped between the rails. The bell of the shifting engine was not ringing. It seems that it is not the custom to ring the bell as the engine moves through the yard, even for such a long distance. The probability is that if the bell had been ringing, Mr. Coleman would have heard it, for he was not more than two hundred feet in front of the shifting engine when he stepped between the rails of the main line. This requirement is especially necessary in a yard like that at Brattleboro where pedestrians, including railway employees, are accustomed frequently to be walking along the tracks.

Done at Brattleboro, this second day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO CARL HAZELTON ON THE RUTLAND
RAILROAD, AT RUTLAND, SEPTEMBER 18, 1907.

Hearing at Rutland, April 3, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: P. M. Meldon, Attorney, for the Rutland R. R. Co.

REPORT.

A public investigation into the cause of this accident, held at Rutland, on the third day of April, 1908, revealed the following facts:

On September 18, 1907, the regular southbound passenger train No. 50, of the Rutland Railroad Company, was

due to leave Burlington at 8:30 p. m., and to arrive at Rutland at 10:45 p. m., and arrived in Rutland on time that day. About 11:25 that evening, at a point within the Rutland yard limits known as "Columbia Mill Switch", the dead and mangled body of Carl Hazelton was found lying between the rails of the main line. Although the evidence is not perfectly clear, the probability is high that he was struck by train No. 50. We are satisfied that he was walking on the track and was intoxicated, but we are not certain whether at the time he was struck he was lying upon the track or walking thereon. No one in charge of train No. 50 saw the deceased. There are five crossings within a mile and a half north of Rutland station. The whistle sounded and the bell rang for all of these crossings; the headlight was lighted and in proper condition; and the engineer and fireman were in their proper places and on the lookout. We are unable to find that any one in charge of the train was to blame.

This is another illustration of the pernicious effect of the custom current throughout this State of pedestrians making a highway of the railroad tracks, and again emphasizes the necessity for adequate legislation on this subject.

Dated at Rutland this third day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO PETER PARRENT ON THE RUTLAND
RAILROAD AT CENTER RUTLAND, FEB.
5, 1908.

Hearing at Rutland, April 3, 1908.

Present: Commissioners Redmond and Porter, and the Clerk.

Appearances: P. M. Melden, Attorney for the Rutland Railroad Company. B. L. Stafford, administrator of the Estate of Peter Parrent, deceased.

REPORT.

A public investigation into the cause of this accident, held at Rutland on the third day of April, 1908, revealed the following facts:

On February 5, 1908, about a mile and a half north of Rutland station, near the point on the Rutland Railroad known as the "Continental Mill Crossing," Peter Parrent was struck by a lone engine and so injured that he died that day. The engine started from Rutland and was bound for Leicester Junction. At the time of the accident it was running at a speed of twenty or twenty-five miles an hour. The "Continental Mill Crossing" is the fifth crossing north from Rutland station, and the bell was ringing continuously from the time the engine left Rutland until after the accident. The deceased had just come from the Vermont Marble Company's mills nearby that crossing, and had either just stepped upon the crossing, or had passed from the crossing between the rails of the main line to walk down the track in the direction the engine was moving, when he was struck. As the engineer caught a glimpse of the deceased, he appeared to him to be going on to the track from the fireman's side. The engineer immediately made the emergency application of his brake, and stopped his engine within a distance of 300 or 400 feet. The fireman, at the time of the accident, was fixing the fire, and so did not see the deceased. We cannot find that any one in charge of the engine was to blame for this accident. The deceased was a stranger in the vicinity of Rutland, had just been directed to where he might be able to find a boarding place and had started in search of it.

Dated at Rutland, this third day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO C. W. NEWELL ON THE RUTLAND RAILROAD
AT CUTTINGSVILLE, FEBRUARY 11, 1908.

Hearing at Rutland, April 3, 1908.

Present: Commissioners Redmond, Porter, and the Clerk.

Appearances: P. M. Melden, Attorney, for the Rutland Railroad Company. C. W. Newell, person injured.

REPORT.

A public investigation into the cause of this accident, held at Rutland, on the third day of April, 1908, revealed the following facts:

The regular passenger train on the Rutland Railroad running from Rutland to Bellows Falls is No. 152; and the regular passenger train from Bellows Falls to Rutland is No. 151. On February 11, 1908, these trains had orders to pass each other at Cuttingsville. No. 152 had superior rights, which required No. 151 to take the siding at Cuttingsville. No. 152 arrived at Cuttingsville station where it stopped, at about 11:22 a. m. About the same time, No. 151 arrived from Bellows Falls; but the engineer instead of taking the side-track as he should, because, as he says, he failed to notice that he had passed the switch, although he saw No. 151 at the station, miscalculated the distance and failed seasonably to make the proper application of his brake, with the result that his locomotive collided with the locomotive on No. 152. No one was injured on either train, except Mr. C. W. Newell, a passenger on No. 152, who stood near the water tank in one of the passenger cars, and by the shock of the collision was thrown against the side of the car, inflicting a flesh wound over his eye.

It is clear from the foregoing that this accident, which might have resulted in great loss of life, was due to the negligence of the engineer on No. 151. This the Railroad

Company fully appreciates, and has properly disciplined the engineer in fault.

Dated at Rutland, this third day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO EDNA RANSLOW, AND PERSONAL
INJURY TO MILDRED LAWSON, AT RUTLAND, FEB-
RUARY 8, 1908, ON THE RUTLAND ELEC-
TRIC RAILROAD.

Hearing at Rutland, April 3, 1908.

Present: Commissioners Redmond and Porter and the Clerk.

Appearances: F. M. Butler, Attorney, for the Rutland Railway, Light and Power Company. J. G. Sargent, Attorney, for the heirs of Edna Ranslow, deceased. Mildred Lawson, in person, and by her father, C. L. Lawson.

REPORT.

A public investigation into the cause of this accident, held at Rutland, on the third day of April, 1908, revealed the following facts:

On February 8, 1908, a car of the Rutland Railway Light and Power Company was coming down Grove Street in the city of Rutland at a speed of not more than four or five miles an hour. Opposite a certain meat market on that street stood a horse attached to a sleigh, in which was Miss Edna Ranslow, a young woman twenty-three years of age, and Mildred Lawson, a child of seven years. The gentleman who had driven the team had just stepped into the meat market leaving Miss Ranslow in control of the horse. The horse stood behind another team, and both of them were headed in the direction of the approaching car. As

the car approached near the head of Miss Ranslow's horse, it suddenly bolted in front of the car, turning around in the direction the car was going, giving the sleigh such a "slew" that it tipped on one runner and precipitated Miss Ranslow to the ground just as the front of the car reached that spot; and the force of her fall was such that she was thrown beneath the car at the point between the fender and the steps. As soon as the horse began to bolt, the motorman reversed the current and stopped the car in going less than ten feet, but not until it had rolled Miss Ranslow as far as the forward wheels, inflicting such injuries that she died on February 27. Mildred Lawson was also thrown to the ground, but not beneath the car and escaped with only a slight scalp wound.

It is evident that the horse in question was afraid of electric cars, and that it was negligent for the driver to leave the horse in the circumstances above described.

We cannot find that the Railway Company, or its employees in charge of the car, were at all to blame for this sad occurrence.

Dated at Rutland, April 3, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO JOHN MCCORMACK AT WEST RUTLAND, FEBRUARY 5, 1908, ON THE DELAWARE & HUDSON R. R.

Hearing at Rutland, April 4, 1908.

Present: Commissioners Redmond and Porter and the Clerk.

Appearances: Butler & Maloney, Attorneys for the Delaware & Hudson Company. E. H. O'Brien, Attorney, for the next of kin of deceased.

REPORT.

A public investigation into the cause of this accident, held at Rutland, on the fourth day of April, 1908, revealed the following facts:

The regular passenger train on the Delaware and Hudson Company's railroad, known as No. 103, is due to leave Whitehall, N. Y., at 4:15 p. m., and to arrive at Rutland at 5 p. m. On the evening of February 5, 1908, this train was one hour and eight minutes late. At a point about forty rods east of the crossing known as the "Whipple Hollow Crossing," and less than half a mile from West Rutland Station the locomotive drawing this train struck and instantly killed John McCormack, a man about seventy-two years of age. Mr. McCormack was in the employ of the Vermont Marble Company at West Rutland, and was then on his way home after his day's work. The accident occurred about 5:55 p. m. and Mr. McCormack was then within a few feet of the point where he would leave the railroad right of way to go directly to his home which was nearby. The engineer was in his place, and on the lookout. The fireman was fixing his fire. The engine was equipped with air mechanism for ringing the bell, and the bell was continuously rung from a point about eighty rods west of said crossing to the time of the accident. When he was struck, Mr. McCormack was walking toward the locomotive with his head bent forward. The engineer saw him, sounded the danger whistle, and made the emergency application of his brake at almost the same time. The train stopped in going about three times its length. At the time of the accident, the train was going at the rate of forty-five miles an hour which was the utmost capacity of the locomotive.

In the circumstances, we cannot say that the Railroad Company was to blame for this accident, which is but another illustration of the pernicious custom current in all parts of the State of pedestrians making a common high-

way of the railroad track, and once more emphasizes the necessity of some legislation on this subject.

Dated at Rutland, this fourth day of April, 1908.

JOHN W. REDMOND,
ELI H. PORTER,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO JOHN MOLSTROM AND PERSONAL
INJURY TO OSCAR JOHNSON, AT EAST RYEGATE,
APRIL 9, 1908, ON THE BOSTON & MAINE
RAILROAD.

Hearing at Wells River, May 12, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the clerk.

Appearances: Guy W. Hill, State's Attorney for Caledonia County, for the State of Vermont. George W. Cree, Assistant Superintendent, Boston & Maine Railroad.

REPORT.

A public investigation into the cause of this accident held at Wells River, May 12, 1908, revealed the following facts:

On April 9, 1908, an extra freight train on the Boston and Maine Railroad, consisting of a locomotive, 23 loaded freight cars, and a caboose, left Newport, about one p. m., bound for Woodsville. About 5:20 of that afternoon, at a point one mile south of East Ryegate station, while the train was running down grade on its own momentum at a speed of about 25 miles an hour, the train separated, the air brakes automatically set and stopped the train. When the train crew went back, they found nine of the loaded freight cars in the ditch and badly damaged. As they looked, a man crawled out from the wreckage, with a slight flesh wound over his eye, and told the train crew that he

was a Swede by the name of Oscar Johnson; that he and a companion by the name of John Molstrom had mounted the train about a mile back; that they were without money and were bound for Boston. Further search discovered, on the opposite side of the track, the frightfully mutilated dead body of the man whom Johnson recognized as his companion.

We find that Molstrom was instantly killed as he rode on the "deadwood" between two cars, by the cars coming together and crushing him. For more than a mile north of the scene of the accident, the grade is very steep toward the south, and for all that distance the train had been "coasting." The roadbed was in no way defective, but, on the contrary, was in good condition. The derailment was probably due to a broken wheel, but whether this was the true cause no one can say with certainty. When the wreckage was removed, a broken wheel was found among the ruins.

We cannot find any negligence in respect of the speed of the train, or its management and operation, nor in respect of the condition and sufficiency of the roadbed.

Dated at Wells River; this 12th day of May, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO RICHARD BARBER, AT WHITE RIVER
JUNCTION, MAY 2, 1908, ON THE
BOSTON & MAINE R. R.

Hearing at White River Junction, May 12, 1908.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: Shepard Bailey, Assistant Claims
Agent, B. & M. R. R. William Barber, father of deceased.
Thomas Barber, cousin of deceased. William Barber,
cousin of deceased.

REPORT.

A public investigation into the cause of this accident held at White River Junction, May 12, 1908, revealed the following facts:

At the time of the accident, Mr. Barber was about 21 years of age, and had been about three years in the employ of the Boston & Maine railroad as spare brakeman. He had sometimes acted as brakeman with the shunting crew in the yard at White River Junction. He went on duty in that capacity May 1, 1908, at six o'clock in the evening. About one o'clock the following morning it became the duty of the shunting crew to detach a passenger coach from a passenger train standing in the yard. For that purpose, the shunting engine, with the head brakeman went around the wye to "nose" on to the coach, and the conductor and Mr. Barber went to the coach in question to "cut it off" from the coach to which it was attached. To accomplish this it was necessary to go beneath the car and attach a small chain to the end of the lever which operated the couplers. Mr. Barber attempted to do this, but found it necessary to go to the south side of the car, because the curve at that point was such as to cause the parts to bind. As Mr. Barber went up the steps over the platform and was descending on the other side of the car, the conductor noticed the engine coming, and says that he warned Mr. Barber of its approach, and cautioned him not to go beneath the car. Mr. Barber did not hear, or failed to heed the caution, went beneath the car, and his head coming between the sills of the platform just as the engine struck the passenger coach, his head was crushed between the sills, in consequence of which he was so injured that he died about eight o'clock that morning. The engine approached the coach very slowly, not so fast as a man could walk,—and struck the coach in a careful manner. Though we were somewhat inclined to think that the conductor, who saw the approaching engine, should have noticed the position of Mr. Barber, and either given him further warning or signaled the engine to stop, still, on the whole, we cannot say that he ought to have done so, as he disclaims any expectation that Mr. Barber would

take the hazardous position, after his warning, or had any knowledge that he had done so.

It results then, that this accident was due wholly to the fault of Mr. Barber himself.

Dated at White River Junction, May 12, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE ACCIDENT TO DANIEL MCFEE, AT WEST HARTFORD,
FEB. 17, 1908, ON THE CENTRAL VERMONT RY.

Present: Commissioners Redmond, Porter, Jackson,
and the Clerk.

Appearances: C. W. Witters, Attorney for the Central
Vermont Railway Company.

REPORT.

A public investigation into the cause of this accident was held at West Hartford, May 13, 1908, but the investigation was very unsatisfactory, because the State's Attorney had neglected his statutory duty prescribed by P. S. 4609 which provides that this Board "shall also notify the state's attorney of the county in which the accident occurred, who shall investigate the cause of the accident, produce witnesses who can give evidence in regard to the same, and attend and represent the State at such hearing." This is the third investigation of this kind that we have held in Windsor County this week, and although the State's Attorney in each case had full notice of the hearing, including a list of the witnesses who could give information in regard to the accident, he neither attended nor procured any witnesses before the Board, nor procured any one to attend in his place, nor gave any reason for his absence.

The Central Vermont Railway Company, in accordance with the statute requiring it to do so, reported to us that on February 17, 1908, Daniel McFee was a passenger on their regular passenger train No. 5, and that while alighting from the train at West Hartford, he slipped and was injured; that the nature of the injury was "hemorrhages of kidneys and lungs caused by rupture of blood vessels."

At the hearing, the Railway Company produced all the trainmen on the train in question, but none of them saw the accident, nor knew of it until the next day when asked by their superior officer why they had not reported the accident. Indeed, there was no direct evidence before us at the hearing that any accident had occurred, but we have a letter from Mr. McFee stating his version of his accident, so that we may safely report at least that he claims to have been injured. The hearing was delayed until this time because counsel for Mr. McFee requested it for the reason that Mr. McFee was so injured that he was unable to attend earlier. His counsel had notice of this hearing and informed us that Mr. McFee would be in attendance, but he did not attend.

The above is all that we are authorized, from the evidence presented, in reporting.

Done at Burlington, May 13, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON.

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO J. J. TIBBETTS, NEAR WEST HARTFORD, MARCH 29, 1908, ON THE C. V. RY.

Hearing at West Hartford, May 13, 1908.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: C. W. Witters, Attorney for the Central Vermont Railway Company. V. A. Bullard, Attorney for widow of deceased.

REPORT.

A public investigation into the cause of this accident held at West Hartford, May 13, 1908, revealed the following facts:

On March 29, 1908, J. J. Tibbetts was in the employ of the Central Vermont Railway Company as head brakeman on a through freight train, consisting of forty cars, running from White River Junction to St. Albans. As the train went through West Hartford station, Mr. Tibbetts was found lying on the top of the second freight car from the locomotive, unconscious, and so severely injured about his head, that he died in a few hours. From the evidence, we are well satisfied and find that he was injured by coming in contact with one of the two overhead bridges next south of the West Hartford station, and between there and Hartford. Mr. Tibbetts was a man about thirty-five years of age, had been railroading for about a year, and had been making the trip on which he was injured for about a month. The two overhead bridges above referred to are less than twenty-two feet high, and, therefore, are required by statute to have "tell-tales" for the protection of the brakeman or other employees whose duty requires them to be on the top of moving trains. We are satisfied that these bridges were, at the time of the accident, properly equipped with such "tell-tales."

On the evidence, we are unable to find that any one was to blame for this sad accident.

Dated at Burlington this 13th day of May, 1908.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

RE FATAL ACCIDENT TO ALICE SPARKS, AT BURLINGTON,
MARCH 30, 1908, ON THE CENTRAL VERMONT RAILWAY.

Public investigation at Burlington, May 14, 1908.

Present: Commissioners Redmond, Porter, Jackson, and the Clerk.

Appearances: A. L. Sherman, State's Attorney for the County of Chittenden, for the State of Vermont. C. W. Witters, Attorney for the Central Vermont Ry. Co. V. A. Bullard, Attorney for father and mother of deceased.

REPORT.

A public investigation into the cause of this accident, held at Burlington, May 14, 1908, revealed the following facts:

Alice Sparks was a young girl about fourteen years old and quite large for her age. She lived in the city of Burlington. On March 30, 1908, she went, with her uncle, across the Central Vermont railroad yard at Burlington north of the passenger station, to his fishing shanty on the lake. Thence, he and she were returning home through the same railroad yard at about 10:50 a. m. As they were passing through the yard, she stepped between two loaded coal cars, standing about four feet apart on a sidetrack. About that time, the shifting engine "dropped" a coal car about two-thirds full of coal from the north of this sidetrack about five hundred feet from the more northerly of said two loaded coal cars between which the girl stepped. From the point where this coal car was thus "dropped" on to the sidetrack, the grade descended a little toward the south, and the distance to the first loaded coal car was at least five hundred feet. The coal car so dropped on to the sidetrack went south of its own momentum, striking the loaded coal car, drove it south, and caught Alice Sparks between the drawbars of the two coal cars where she was standing, and almost instantly killed her.

Some of the cross-examination would indicate that counsel thought the Railway Company was negligent in failing to have a brakeman on the coal car thus "dropped" on to the sidetrack. But, in the circumstances, we cannot say that this failure was negligence, and we feel sure that if a brakeman was on the moving car, he could not have seen the girl in her dangerous position, and would have been unable to have avoided the accident unless he had seen her go in between the cars.

All the territory covered by the Central Vermont railroad yard north of the passenger station is constantly traversed by men, women, and children, and the railroad employees have great difficulty in keeping children off moving trains and out of other dangerous situations. We think the railway officials and the prosecuting officers of the city of Burlington should join hands in prosecuting every minor who illegally mounts these moving trains, and thus endeavor to stop their dangerous practice, and aid in enforcing the intent of the legislature in enacting P. S. 4518.

JOHN W. REDMOND,
ELI H. PORTER,
S. HOLLISTER JACKSON,

Board of Railroad Commissioners of the State of Vermont.

II.

Inquiry into the following accident cases has been made by a commissioner and the circumstances found to be such as not to warrant a public investigation.

T. N. DOUD.

T. N. Doud, engineer, slightly injured on the Rutland Railroad at Brandon, December 15, 1906. Had his ankle sprained by getting caught between lever and injector pipes. From an investigation by a Commissioner it was concluded that no public investigation was necessary.

MICHAEL O'CONNELL.

Michael O'Connell, engine wiper, fell into ash pit in engine house, Rutland, December 28, 1906, and broke his hip. No public investigation was ordered in this case.

C. CASSIN.

Mr. Cassin was first brakeman in a shifting crew in the Rutland Railroad yard at Alburg, Vt. At the time of his injury he was riding on the side of a freight car which was moving on siding No. 3, and was trying to work the "operating lever" at the end of the car. While in that position he came in contact with a car standing on the adjacent siding, No. 4, and was rolled between the two cars, with the result that both of his hips and his face were slightly bruised. He says that no one but himself was to blame. This is probably true, with the exception that apparently the car on No. 4 siding should have been so placed as to "clear" siding No. 3.

W. J. ANDERSON.

W. J. Anderson, conductor, injured on the Central Vermont Railroad at Brattleboro, February 19, 1907. In jumping from moving engine he slipped and fell between the platform and track. The accident was caused by his own negligence. His injuries were not serious.

F. AUBREY.

Mr. Aubrey was yard conductor in the Rutland Railroad yard at Alburg. At the time of the accident he was attempting to mount a caboose, when the grab-iron gave way, and he was thrown in such a way as to bruise and cut his left knee.

JOS. BOISE.

Mr. Boise in the employ of the Rutland Railroad was engaged in the work of hauling hay up an inclined plane to the top of an ice house, at Alburg, by means of a system of blocks, ropes, and pulleys called a "crab", with a pair of horses for motive power. Mr. Boise was sitting on the block, which suddenly turned over and thereby threw Mr. Boise to the ground, a distance of about fifteen feet, breaking one of his ribs and bruising his back. It does not appear that any one was in fault in the matter, unless it was Mr. Boise himself, who had been cautioned by his foreman to walk at the side in a runway made for that purpose.

N. W. HIBBARD.

N. W. Hibbard, brakeman for the Rutland Railroad, while at work in the Burlington yard on the afternoon of February 10, 1907, while getting on the end of Switcher Engine No. 447, slipped, and by his fall dislocated his shoulder. Mr. Hibbard states that the accident was the fault of no one, and that the engine was being properly handled.

DERAILMENT.

On February 11, 1907, the Central Vermont North Bound Extra Freight, drawn by engine No. 409, met with an accident about one mile south of Montpelier Junction. As the extra was passing up the main line and over the South end switch, a truck frame on the second freight car broke and the trucks threw or split the switch causing the cars behind said second car to take the siding and bunt into cars there standing. Several cars were derailed, and nine in all somewhat damaged. No one was injured. The switch appeared to be in good condition and the acci-

dent was due to the breaking of the truck frame, for which at least the employees of the road were not responsible.

DERAILMENT.

After a freight train left "Pumpkin Hill Siding", about five miles west of St. Johnsbury, on the St. Johnsbury & Lake Champlain Railroad, it was found that the air brakes thereon were not effective. This was due to the fact that, owing to the extreme cold, the hose air brake couplings became frozen so hard that, instead of bending the slack worked on the hose couplings, causing such leakage that after the first application of air, the pump could not regain full pressure. In consequence whereof the engineer lost control of his train, which ran down grade at high speed into the St. Johnsbury yard, where the engine and four cars were derailed at an open switch near the passenger station, slightly damaging the engine and cars, but hurting nobody.

MR. CHAS. A. CALDERWOOD.

On March 11, 1907, about 2:30 p. m., Mr. Calderwood, an undertaker, was at St. Johnsbury passenger station to take charge of a corpse expected on the train from Portland over the St. Johnsbury & Lake Champlain R. R., and due about that time. While he was crossing from the station to the middle platform, watching for the approach of that train, he was struck by the engine drawing the regular Boston & Maine passenger train known as the "Air Line" from the opposite direction and due about the same time, and was thereby quite seriously, though not fatally, injured. The required signals seem to have been sounded.

F. D. CARTER.

F. D. Carter, a painter in employ of Boston & Maine was slightly injured by carelessness of watchman Will Fortier in banging engine 328 against Boston & Maine car 3209 on B. & L. track near Cambridge Junction in which car Carter was asleep.

GEORGE BENNETT.

George Bennett of Waterville, Vermont, tried to cross the track near Cambridge Junction in front of moving train

31 on B. & L. Railroad. He was struck but apparently not seriously injured. Where he tried to cross was no public highway. No one but himself seems to be at fault.

E. W. FELT.

On April 4, 1907, conductor E. W. Felt was helping coal the engine "Boulder" of the Barre Railroad at what is called the switch back. Here was a large pile of coal, uncovered. Freezing on the top and digging out the bottom resulted in the coal falling on the conductor, breaking his leg. The accident could probably have been averted by either covering up the coal during winter or shoveling it out more carefully.

DERAILMENT.

April 10, 1907, at Roxbury, engine and ten cars of Central Vermont Extra South No. 412 left the track at the quarry switch. No one was injured and the only inconvenience resulting was some delay to traffic. The accident was probably due to the manner in which the switch had been set.

DERAILMENT.

Nine cars of Extra 205, Southbound, were derailed at "Pioneer" on Montpelier and Barre branch of the Central Vermont Railway on April 14th, 1907. The railroad report says "the point of switch sunk below stock rail, and first car caught point, derailing nine cars, and blocking main line." Investigation corroborates this statement. The sinking of the switch point was probably due to frost.

JAMES H. DONAHUE.

James H. Donahue, a brakeman on the Central Vermont R. R. while coupling cars at Brattleboro, on April 23, 1907, had his foot crushed. He attempted to open coupler with his foot and was caught between drawbar of engine and car. No blame attached to the Central Vermont Railway.

P. PRATT.

April 24, 1907, P. Pratt, a brakeman on the Rutland R. R., while attempting to couple an engine onto a car, with-

out a draw bar, on the repair track in the Rutland yard, was caught between the engine and car, sustaining slight injuries.

B. E. WOOL.

Mr. Wool was a Central Vermont brakeman. On May 9, 1907, in the railroad yard at White River Junction while he was watching an extra train and attempting to get out of its way, he was struck by the yard switch engine, whereby he suffered severe injuries about his head, and pelvis.

EUGENE DAGENAIS.

A ball game was advertised to take place on the fair ground in the Village of West Derby in the afternoon of May 30, 1907. About 1 o'clock that afternoon, a regular mixed train of the Boston & Maine, bound for Sherbrooke, left the passenger station at Newport. At this time several people were walking along the railroad track, probably on their way to the ball game. As said train reached that point in the railroad yard, north of the passenger station, where the water tank is located several boys had mounted the train which was then going about five miles an hour, and were riding on the side of different freight cars therein. At about this point, Eugene Dagenais, a boy about ten years of age, and on his way to said ball game, attempted to mount one of the freight cars of the train, in some way missed his hold of the car, was thrown beneath the wheels and thereby received injuries from which he died that night or early the next morning. Young Dagenais made several unsuccessful attempts to mount the train as it passed him, and was commanded by a car inspector of the B. & M. to desist but without avail. No railroad employee was to blame. This is only another sacrifice exacted for the senseless and unrestrained custom of trespassing upon the right of way of a railroad company.

F. H. DEWITT AND MRS. MARY CHASE.

June 11, 1907, F. H. Dewitt, while standing too close to Rutland R. R. track at No. Bennington, was struck by engine, and thrown against Mrs. Mary Chase (colored) knocking her down. Mrs. Chase was shaken up. Mr.

Dewitt had shoulder bone broken. No blame attached to the railroad company or its employees.

D. MASURE.

June 20, 1907, D. Masure, while walking on the track of the Boston & Maine Ry. near the station at Windsor, was struck by an engine and had his right foot crushed. He was a trespasser on the track and the accident was the result of his own carelessness.

MRS. W. E. FOWLER AND ED. PRATT.

July 20, 1907, Mrs. W. E. Fowler, passenger, and Ed. Pratt, brakeman, were slightly injured in a derailment near Cold River Station, on the Rutland Railroad. The derailment was caused by a washout.

DANIEL CASE.

Daniel Case was killed on the track of the Delaware & Hudson Railroad near Castleton, July 23, 1907. Case was lying on the track and was struck by a train. No blame attaches to the railroad company or its employees.

P. HIGGINS.

On the 8th day of August, 1907, one Higgins was in the pursuit of happiness. He had visited Barre. In the afternoon he took a stroll towards the state capital. He chose the way of the Central Vermont tracks. Apparently he did not heed the possibility of a train overtaking him; but it did. He recovered.

H. SCHOFIELD.

H. Schofield, fireman, was injured on the Boston & Maine Railroad near Putney, August 7, 1907. In crawling out from under engine he was struck by passing train, sustaining a fracture of the arm and cut upon the head. The railway company was not at fault.

COLLISION.

Early in the morning of August 9, 1907, two freight trains extra South and extra North on the Central Vermont Railway, engines 204 and 210, met head-on between Mont-

pelier Junction and Montpelier. On the one hand, the official report gives the cause of the collision as follows: "Both crews failing to protect themselves." On the other hand the crews, so far as heard from, say that blame cannot be attached to anyone, that fog was the cause.

COLLISION.

A Central Vermont Extra Freight, Engine No. 417, southbound, and a circus train were standing on a side track at Randolph Station, the former just south and the latter just north of the cross-over switch. The freight was to back in a northerly direction, take the cross-over on to the main line and then proceed south. But, by mistake, the wrong switch was set at the cross-over and before the brakeman could stop the freight, it had backed into the circus train. A sleeper was badly damaged and several men therein slightly injured. This took place on the 12th day of August, 1907.

FRED COLLINS.

Fred Collins, trainman, was injured on the track of the Delaware & Hudson Company at West Pawlet station. Collins ran around a freight car in front of train and was struck by the engine sustaining injuries to his right foot, which necessitated amputation above the ankle.

G. DAVIS AND FIREMAN BEERY.

On October 30, 1907, Geo. C. Davis was in the employ of the Central Vermont Railway Co. as a locomotive engineer running a freight train from Rouses Point to Swanton. About 1:15 a. m. he entered the yard at East Alburg and safely passed the station there. Then, seeing no danger signal of any kind, he released the brakes. It so happened that just then a Grand Trunk train was going onto the Central Vermont iron, and Mr. Davis' train "drifted", as he says, into the side of the Grand Trunk train, each train continuing to move, with the result that Mr. Davis' engine was thrown into the lake, six cars of his train derailed, Mr. Davis suffered a fractured rib and some other bruises, and his fireman, Beery, was somewhat cut about the face. The railroad reports that Mr. Davis

did not have his train under proper control, as required by the rules when passing through a yard.

MRS. ALFRED NORTON.

On November 18, 1907, Mrs. Alfred Norton of Barton Landing took the regular North bound passenger train on the Boston & Maine Railroad, bound for Newport, Vermont. About 5:30 p. m. the semaphore being set against the train, it stopped in the south yard at Newport, and Mrs. Norton, thinking that the train had arrived at the station, stepped off, and fell into the ditch, thereby breaking her arm.

J. SPAULDING.

J. Spaulding, a conductor in the employ of the Central Vermont Railway Company, was, on January 22, 1908, thrown through the forward door of coach No. 317 while the Extra North engine 203 was running from the M. & W. R. R. station to the C. V. station in the city of Montpelier. His wrist was cut on the glass of the door, but not seriously.

E. DUPONT.

E. Dupont was a brakeman in the employ of the Rutland Railroad Company, and about 5:55 o'clock on the morning of January 25, 1908, as he was descending the ladder on the side of a Missouri Pacific car that was moving through the yard at Alburg, he came in contact with the point of a semaphore standing between the main lines of the Rutland and Central Vermont Railroads, whereby he sustained a fracture of one rib and was somewhat shaken up. The post stood about four feet from the gauge of the North rail of the Rutland track, and about the same distance from the south rail of the Central Vermont track, and was at a safe distance for cars equipped with end ladders, as the law requires.

JOHN SULLIVAN.

John Sullivan, a brakeman in the employ of the Central Vermont Railway Company, received an injury to his hip at the station in Montpelier on January 28, 1908. Sulli-

van was caught between the platform of the freight station and the side of a moving freight car. It seems that he misunderstood the signals and was caught before the rest of the train crew saw him.

M. H. VINCENT.

At Montpelier Junction on February 6, 1908, roadmaster M. H. Vincent of the Central Vermont Railway fell from the cupola of the snow plow attached to train extra south, engine 921. Mr. Vincent writes that "he has fully recovered" and that "no one is responsible."

B. G. SAWYER.

B. G. Sawyer was in the employ of the St. Johnsbury & Lake Champlain Railroad Company as locomotive engineer, and on February 20, 1908, as he was attempting to mount his locomotive in Wolcott yard, his foot slipped from the step, causing his side to strike on the end of the head-block of the tender, whereby one rib was broken, and he was quite severely injured internally. Mr. Sawyer writes, "In my opinion no one was to blame for the accident."

A. P. SHEPARD.

A. P. Shepard was a milk man and a resident of White River Junction. On March 9, 1908, in the railroad yard at that place, Mr. Shepard leaped from the door of one box car into another box car standing on the opposite track, and just as he landed in the latter car a shifting engine shunted another car against it, thereby causing Mr. Shepard to lose his balance, and to be thrown with much violence upon the floor of the car, whereby he was very severely bruised. He writes that no one was to blame for the accident; that none of the shunting crew could have seen him when he leaped.

DERAILMENT.

On March 31, 1908, the Combination Car on regular train No. 1, southbound, on the White River R. R. from Bethel to Rochester, at a point about one mile below the Stockbridge station, left the track. The train was running about 5 miles an hour and the engineer applied the emer-

gency brake so that it came to a stop within about fifty feet. An examination showed that a weak spring on the forward trucks had settled upon the chafe irons, thus causing the car to ride the rail. No one was injured.

W. L. WRIGHT.

On April 22, 1908, at Oakland Station, on the Central Vermont Railway, the tender of Engine No. 414 of an Extra North jumped the track, derailing the van. Conductor W. L. Wright received injuries to his wrist, but fortunately nothing serious. The cause of the accident must be given, on investigation as "unknown," a too frequent answer to too frequent derailments.

HAROLD BUSH.

Harold Bush, 5 years of age, was injured upon the Bellows Falls and Saxtons River Street Railway at Bellows Falls on the 27th day of April, 1908. The lad was playing hide and seek with other children and ran out from behind a tree directly in front of the car. His injuries consisted of a broken leg and slight bruises. No public investigation of this accident was deemed necessary.

WESLEY DIBBLE.

On May 18, 1908, at Colchester, C. V. train No. 5, engine 214, struck and instantly killed Wesley Dibble, a man of 67 years, and a resident of Burlington. The deceased waited at the side of the track until the train was close at hand, and then stepped between the rails. He invited the result, as is indicated by a note of instructions found on his person and by the manner in which he stepped and stood in front of the train. The engineer was powerless to prevent the suicide.

STATISTICS OF ACCIDENTS ON STEAM RAILROADS IN VERMONT FOR THE TWO YEARS ENDING JUNE 30, 1908, COMPILED FROM THE ACCIDENT REPORTS FILED BY THE SEVERAL RAILROAD COMPANIES.

TABLE I.

INJURIES TO PERSONS, COLLISIONS AND DERAILMENTS ON EACH RAILROAD.

NAME OF COMPANY.	Passengers.		Employees.		Persons at Crossings.		OTHERS.				TOTAL.		Collisions.	Derailments.
	In- jured.	Kill'd	In- jured.	Kill'd	In- jured.	Kill'd	Trespassers.		Non-Trespassers.					
							In- jured.	Kill'd	In- jured.	Kill'd				
Barre R. R. Co .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Boston & Maine R. R	8	1	44	1	.....	.....	5	8	2	.....	59	10	3	2
Canadian Pacific Ry	1	.....	1	1	1	.....	.....	1	.....	.....	3	2	.....	1
Central Vt. Ry. Co	7	.....	27	8	2	.....	5	17	.....	.....	41	25	10	66
Delaware & Hudson Co .....	.....	.....	2	.....	.....	.....	1	4	.....	.....	3	4	.....	1
Grand Trunk Ry.....	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	3	.....	.....
Hoosac T. & W. R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Maine Central R. R....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	1	.....	.....
Montpelier & W. R. R.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....
Rutland R. R. Co.....	60	3	25	3	7	5	7	4	.....	.....	99	15	6	3
St. Johnsbury & L. C R. R. Co.	27	2	30	.....	.....	.....	1	1	.....	.....	58	3	.....	.....
Totals.....	103	6	132	15	12	6	19	37	2	0	267	64	19	74

(NOTE—No accidents were reported by the Bristol R. R., the Hardwick & Woodbury R. R., the Manchester, Dorset & Granville R. R., and the Woodstock Ry.)

ACCIDENTS CLASSIFIED, SHOWING CAUSES AND CLASSES OF PERSONS INJURED.

TABLE II.

CAUSES.	EMPLOYEES.						OTHER PERSONS						TOTAL.	
	Trainmen.		Other Em- ployees.		Total		Pass- engers.		Trespas- ers.		Non - Tres- passers.		Total.	
	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed
ACCIDENTS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS.														
Coupling or uncoupling.....	10	5	...	...	10	5	...	...	...	...	...	...	10	5
Collisions.....	13	...	3	...	16	...	44	3	...	...	2	...	62	3
Derailments.....	14	...	...	...	14	...	37	1	1	...	1	1	52	2
Locomotives or cars breaking down.....	5	1	1	...	6	1	...	...	...	...	...	...	6	1
Falling from locomotives or cars.....	19	3	...	...	19	3	8	...	...	...	...	...	27	3
Getting on or off moving locomotives or cars Struck by locomotives or cars:	3	1	1	...	4	1	7	1	5	3	1	...	17	5
At highway crossings.....	...	...	...	...	...	...	...	...	...	...	9	6	9	6
At other points along track.....	7	2	3	2	10	4	2	...	10	32	1	...	11	32
Overhead obstructions or obstructions be- side track.....	8	1	...	...	8	1	...	...	...	...	...	...	8	1
Other causes.....	8	...	5	...	13	...	3	...	...	...	2	...	16	...
ACCIDENTS RESULTING FROM CAUSES OTHER THAN MOVEMENT OF TRAINS.														
Handling traffic.....	6	...	1	...	7	...	...	...	...	...	...	...	7	...
Handling tools, machinery, etc.....	9	...	8	...	17	...	...	...	...	...	...	...	17	...
Getting on or off locomotives or cars at rest Other causes.....	...	...	...	1	...	1	1	...	...	...	...	...	1	1
...	5	...	6	...	11	...	1	...	...	...	...	...	12	...

STEAM RAILROADS

Physical Condition of Steam Railroads.

BARRE RAILROAD.

This road has 8.06 miles of main line extending from the City of Barre to the granite quarries on Millstone Hill in the Town of Barre, and is used almost wholly to carry granite from said quarries. Since the last Biennial Report 2 miles of 56 lb. rails have been replaced with 60 lb. new steel rails on the main line. In 1907-1908, 18,250 No. 1 cedar ties were laid in the main line and sidings, 36,000 Glendon tie plates were used and 4 miles of main line track were ballasted. 75 new 30 ton capacity standard air-brake flat cars were added to the equipment in 1907, and sundry improvements have been made at the switchback by increasing its car capacity and at the siding there and at other points along the road. In addition to its main line, this road possesses about 19 miles of spurs, yard-tracks and sidings. Specifications have been drawn and there will be installed during the year of 1908, 3 new iron bridges, two in the yards at Barre and one at Ayers Street, one a double track, 63 ft. long, another a double track, 86 ft. long and the other a single track 80 ft. long. These bridges will be a great improvement over the present pile trestles now in two of the bridges and of the stringer trussed bridge.

The road generally is in good condition. The requirements as to crossing signs, block switches, frogs and guard rails, are well complied with. This road was exempted from abolishing a grade crossing both in 1907 and 1908, though in 1908 a hearing was had in which the question of abolishing three dangerous crossings located in the City of Barre was thoroughly gone into. But the expense entailed was so large and the amount the State could contribute after taking care of the larger roads, so small, that the work was postponed.

BOSTON & MAINE RAILROAD.

The Boston & Maine System in Vermont consists of the Connecticut and Passumpsic Rivers Railroad, extending from the Canadian line in Derby to White River Junction, a distance of 111.25 miles; the Vermont Valley Railroad extending from Brattleboro to Bellows Falls, a distance of 24 miles and a portion of the Fitchburg Railroad extending from the Massachusetts line across the town of Pownal to the New York line; two single tracks of 12.70 miles.

The Vermont Valley Railroad is in exceptionally good condition in every particular. The road-bed is almost all that could be desired of a gravel ballast and the bridges, which are mostly of iron, steel or stone arch construction, are in excellent condition. The depots appear adequate and are well maintained.

During the last two years 3217 gross tons of 75 lb. steel rails and 78,306 new ties have been laid on the Passumpsic Division and 16 miles of track thoroughly ballasted. Most of the stations on the Passumpsic River Railroad are in good condition and well cared for; but in some instances the toilet rooms have been found to be too dark, a condition which could easily be remedied by the insertion of a window in some instances, and the installing of lights in others. The passenger station at Lyndonville is not adequate nor in proper repair. We intend to exact better conditions at that station. The requirements of law with respect to crossing signs, cattleguards, tell-tale warnings, switches, frogs and guard rails are well complied with.

BRISTOL RAILROAD.

This road extends from New Haven Junction on the Rutland Railroad to the village of Bristol, a distance of 6.59 miles. The track is rough and uneven, the rails are very much worn and the grades in some instances too excessive. This Railroad has only one locomotive and two cars. During the season of 1907, 800 ties were put in. Though we have exempted this road from complying with the statute requiring it annually to abolish one grade crossing, for the years 1907 and 1908, we shall insist on an improvement of bed, grade and rails at an early date.

CENTRAL VERMONT RAILWAY CO.

The Central Vermont system consists of 297.30 miles of main and branch lines as follows: Windsor to Rouses Point, 158.40 miles; Swanton Junction to the Canadian line, 11 miles; Burlington to Cambridge Junction, 34 miles; Montpelier Junction to Williamstown, 14.90 miles; Bethel to the quarries, 5 miles; St. Albans to Richford, 28 miles; South Vernon to Londonderry, 46 miles.

The main line from Brattleboro to South Vernon, and from Windsor to the Canadian border is generally speaking in excellent condition. The roadbed of this section is well ballasted, well tied, and properly drained, and all of the bridges and culverts are in good condition.

During the period covered by this report the following special improvements have been made:

Ten miles of new 80 pound steel rail have been laid between Brattleboro and South Vernon, thereby releasing a quantity of good 75 pound rail that was laid between Montpelier Junction and Barre, which released some good 56 pound rail that was laid between Brattleboro and South Londonderry. Four and one-half miles of new 80 pound steel rail have been laid between White River Junction and West Hartford. Twenty-five miles of new 80 pound steel rails have been laid South from Montpelier Junction, and also one mile North therefrom has been laid with the same kind of rail. Six and one-half miles of new 80 pound steel rail have been laid between Georgia and Colchester. And twenty-five miles of new 80 pound steel rails are on hand to be immediately laid south from Richmond, which will make a total of sixty-two miles of new 80 pound steel rails laid in a little more than two years. A new steel draw has been installed in the trestle over the Richlieu River at Rouses Point. The following railroad bridges have been rebuilt: One at Wardsboro; three near West Townsend; and two near Highgate Springs. The trestles at East Alburg and Rouses Point have been extensively repaired, and extensive repairs have also been made on 12 railroad bridges. Besides the above, the Central Vermont Railway Company has completed the elimination of the five crossings ordered to be abolished in 1907, and has been ordered to abolish 4 more during the present season, all of which is elsewhere noticed.

During the time covered by this report, the Central Vermont Railway Company has purchased four ten-wheel passenger engines, ten compound-consolidation engines, and 500 new flat cars; and has built one mail car, and fourteen refrigerator cars.

New stations have been constructed at Richford and at Highgate Springs, and we have ordered a new station at Barre, which is to be completed this year. Much needed improvements have been made in the stations at Sheldon Junction, Winoski, Essex Junction, Waterbury, Montpelier, Randolph and Newfane. The stations along the line are now, as a whole, in very good condition.

The branch lines of this Company are not in so good condition as the business and the income derived therefrom should fairly demand. This is especially true of the Burlington & Lamoille, and the Richford branches, which are equipped with old and badly battered 56 pound rail, and whose roadbed is not properly ballasted nor sufficiently well tied. We intend to require that these branches shall receive more attention now that the main line is in excellent condition.

CLARENDON & PITTSFORD RAILROAD.

This line consists of about 17 miles of track, and is used almost exclusively to transport marble for the Vermont Marble Company. No passenger trains are operated. The road is in excellent condition. Nearly all of its bridges are of steel, of adequate strength and in first class condition. Most of the rails are 72 pound steel. The track is well ballasted, well surfaced, and well tied.

DELAWARE & HUDSON COMPANY.

That part of this system in this State consists of 36.65 miles of main line, and 10.05 miles of yard tracks and sidings. The roadbed is well ballasted and fairly well tied. The rails are in fair, but not first class, condition. Nearly all the bridges are of steel and in excellent condition.

We have ordered new and well appointed freight and passenger stations at West Rutland and at West Pawlet. We shall exact the completion of that work during this season. The passenger station at West Rutland will be completed before this report reaches the printer. Some of the stations, especially that at Castleton, are very old and dilapidated and should be replaced with modern structures.

During this biennial period, two very dangerous grade crossings in the town of Rupert have been eliminated, under our order, by the construction of an excellent overpass. On the whole, this road is operated in a very satisfactory manner.

GRAND TRUNK RAILWAY.

The Grand Trunk Railway Company operates the Canada & Atlantic Railway, and the Atlantic & St. Lawrence Railroad. Only 3.16 miles of the Canada & Atlantic Railway is in Vermont, extending from the Canadian line to Alburg Junction.

That part of the Atlantic & St. Lawrence Railroad in the State of Vermont extends from the Canadian line at Norton Mills, in the town of Norton, to the Connecticut River at North Stratford, N. H., a distance of 30.56 miles. The road is in excellent condition in every particular. The track is in good condition and well tied. The roadbed is well ballasted, well drained, and well maintained. The bridge structures are adequate and well kept up. We have ordered three very dangerous grade crossings on this road in the town of Bloomfield to be eliminated and the work will be completed this season.

HARDWICK & WOODBURY RAILROAD.

This railroad extends from Granite Junction on the St. Johnsbury & Lake Champlain Railroad to the granite quarries in the town of Woodbury. It has seven miles of main line, and six miles of branches and spurs; and is used almost wholly to transport granite from the quarries to Granite Junction. The whole line is being constantly improved, is well maintained, and in good condition for the kind of service required of it. 4,300 hemlock ties were laid during the season of 1907.

HOOSAC TUNNEL & WILMINGTON RAILROAD.

This is the only narrow gauge railroad in Vermont, the gauge being three feet. Its main line extends from Hoosac Tunnel in the State of Massachusetts to Wilmington, Vermont, a distance of 24.25 miles, of which 16.03 miles are in this State. The roadbed of this line needs ballasting, and we intend to exact substantial work in that respect. During the season of 1906, 8,363 chestnut ties were laid; and in the season of 1907, 5,798 chestnut ties were put in. The road is built along the left bank of the Deerfield River for almost its whole distance, and in some places is subject to slides from the mountains, but no serious difficulty in that respect has yet been experienced.

MAINE CENTRAL RAILROAD.

That portion of this system in Vermont is 13.85 miles long and runs through the towns of Guildhall, Maidstone, Brunswick, and Canaan. This section is in excellent condition in every way. The roadbed is well ballasted and tied, and the bridges are in first class condition. Under our order, this Company has eliminated two very dangerous grade crossings in the town of Maidstone.

MANCHESTER, DORSET & GRANVILLE RAILROAD.

The main line of this road extends from Manchester to West Dorset, a distance of 5.09. Its principal business is the transportation of marble from the quarries at Dorset to the finishing mills at Manchester, although it also gives a passenger service. In view of the kind of business it does, this road is in fairly good condition.

MONTPELIER & WELLS RIVER RAILROAD.

This road has 45.20 miles of main line extending from Wells River to Montpelier, a distance of 38.23 miles, and from Montpelier to Barre 6.97 miles. In 1907 the tie renewals were 34,000 cedar ties and 35,000 new Glendon ties plates were used. In 1908 the tie renewals were 30,000 cedar ties, and 5,000 new Glendon tie plates were used. In 1907 three miles of new 60 lb. steel rails were laid and 13 miles of track ballasted. The lattice deck bridge, one mile west of Wells River (152 ft. long) has been replaced with an iron deck plate girder bridge 95 ft. single span and heavy granite abutments. Eight cattle passes and water ways have been rebuilt with granite and granite abutments have been laid at bridge No. 3 between Montpelier and Barre transfer. In 1907 this Company purchased fifty 40,000 capacity box cars.

On Feb. 7, 1907, this Company sustained a loss by fire of its engine house, machine shop, blacksmith shop and much machinery. These buildings have been rebuilt with an engine house 60 x 72, to which addition is now being made, with a machine shop 60 x 96, which has been equipped with modern tools and machinery and with a blacksmith shop and stationary engine room 36 x 96. A 60 ft. iron turntable has also been installed at Montpelier. Additional yard facilities at Montpelier have been created by a 12,000 yard earth fill. A contract has been signed for a modern locomotive coal elevating storage pocket at Montpelier and it is planned to replace the wooden lattice bridge near Boltonville with a 120 ft. through truss iron bridge during the year 1908.

This road with the exception of its bridges is in excellent condition and well maintained. Most of the bridge structures are of wood, have been in service since the road was built in 1873 and are not

adapted to the wants of modern traffic. Though work is now being done toward strengthening several of these bridges, they should be, at an early date, replaced by modern steel bridges. The work of this road in the elimination of grade crossings has been elsewhere noted.

MONTREAL & ATLANTIC RAILWAY

This railroad is operated by the Canadian Pacific Railway Company, and extends from a point near the village of Richford to the village of Newport, a distance of about 31 miles, of which only 21 miles is in Vermont. This section is first class in every particular. The rails are 80 pound steel and well tied. The roadbed is well ballasted, well ditched and drained. The bridges and culverts are all in excellent condition. The yards at each station are well protected by adequate semaphores, and modern safety devices are in general use. Our inspection showed the need of improvements in the station at Newport Center.

RUTLAND RAILROAD.

The Rutland Railroad operates in Vermont 240.81 miles of main line and 52.98 miles of yard tracks and sidings. The main line extends from White Creek, near the New York State line, to the Canadian boundary, a distance of 161.42 miles; from the New York State line, on the Chatham division, to North Bennington, a distance of about 9.71 miles; from Bellows Falls to Rutland, 52.21 miles; from Alburg to Rouses Point, 3.60 miles; and from Leicester Junction to the New York State line, 13.76 miles.

All this line, except the Addison branch from Leicester Junction to the New York line, is in first class condition in every particular. The bridges are mostly steel, and are well maintained. The track consists of 80 pound steel rails, thoroughly tied. The roadbed is well ballasted, well drained, and well maintained. Tie plates are extensively used.

During the period covered by this report the following special improvements have been made:

The hand operated wooden draw span at Rouses Point has been replaced by a modern steel draw span, operated by a gasoline engine. A new concrete center foundation was constructed and the end abutments and fender wings put in good repair. The trestle approaches to the draw span leading from the Vermont and New York shores were strengthened so that the heaviest power is now operated across the lake at this point. The Central Vermont Railway Company shared in the expense of this work.

The wooden trestle left in addition to the draw span in the fill between the main land and North Hero Island was replaced by a steel girder span placed on new concrete foundations, and the approaches to the steel span filled with stone.

A new steel span on new concrete abutments was constructed to replace wooden stringers on poor stone foundations at bridge 259 near Charlotte. This is a cattle pass and farm crossing opening.

The light iron bridge, No. 54 in Bennington, was replaced with a solid floor steel span placed on the stone foundations which were repaired and capped with concrete.

New 100 ton capacity track scales with necessary tracks has been built at the south end of Alburg yard and the track scales removed from the track near the passenger station. The change in location of these track scales reduces very largely the number of movements over the grade crossing at Alburg station. A new 70 foot turntable on new concrete foundation was installed at Alburg to provide for the handling of the new heavy freight power; and an additional 50,000 gal.

water tank was erected, which gives a tank capacity now of 100,000 gals.; and an extensive storage for emergency fuel coal was provided for by the building of the necessary tracks and the preparation of the ground. This emergency fuel coal is unloaded and loaded by a modern steam grab bucket coal loader. New stock yards have been built at Isle La Motte, North Hero, and Grand Isle. The station at Danby was repaired and remodelled, and new combined passenger and freight stations, and other improvements made at South Wallingford and Sunderland; and new team tracks, and other improvements for handling freight, were made at Rutland, Shaftsbury, and Cavendish.

Twelve and one-half miles of track were relaid with 80 pound steel rail, using three foot angle bars laid over three ties. About 150,000 new tie plates were laid on curves; and about 40 miles of main track was rebalasted to a depth of from 8 to 14 inches.

As a whole the stations on the line of the Rutland Railroad are in good condition, and constructed and maintained so as to afford reasonable accommodations to the travelling public; but in some instances improvement can still be made in the stations and the care thereof.

The Addison branch of this road is not even in good condition, and we mean to require that this section be improved.

The work of the Rutland Railroad in the elimination of grade crossings has been elsewhere mentioned.

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

This road extends across the north part of the State from Maquam Bay on Lake Champlain to Lunenburg on the Connecticut River, a distance of 120 miles, with a branch line from North Concord to East Haven, 11.50, making a total 131.50 miles, with about 22 miles of yard tracks and sidings. Several miles of the rails on the North end of the Concord-East Haven branch have just been removed, as that end of the road had ceased to be needed.

This corporation has little financial means, and its road is in only fair condition, though some improvement has been made in the last two years. During that time 1,142 tons of 76 pound relay rails have been laid, and nine miles of the track have been thoroughly ballasted. The track is fairly well tied. Most of the bridges are of wood, and all are in first class condition. The depots on this line are in good condition, well kept, and properly equipped.

WHITE RIVER RAILROAD.

This road runs from Rochester to Bethel, a distance of 18.86 miles.

A special examination of the bridges structures of the White River Railroad, made by the former Board of Railroad Commissioners, showed the bridges in such a dangerous condition that, on September 13, 1906, the road was justly closed to public travel by order of that Board.

On October 7, 1907, the whole management and control of this road was changed. The officers now are, C. D. Parker, of Boston, President; E. S. French, Vice-President, and E. A. Davis, Secretary and Treasurer.

The new management seems determined to put this road and its equipment in excellent condition. On November 9, 1907, the new management made a written agreement with the town of Rochester whereby it was agreed that the White River Railroad should, on or before November 1, 1908, put its road and its equipment "in a proper state of sufficiency for safe operation, that is to say, substantially built and equipped" to the satisfaction of this Board. In consideration

whereof, and upon the completion of that work, the town of Rochester agrees to pay the White River Railroad \$20,000, which sum is deposited in a bank pending the completion of the required work.

In accordance with this agreement, and under the direction and supervision of this Board, extensive and satisfactory repairs are being made on this road, and we have every reason to believe that the intent of said contract will be fulfilled. Already 15,000 new chestnut ties have been put in, and 5,000 more will be added before this report goes to the printer. Most of the bridges are being wholly rebuilt with the best material, under our directions and supervision. Some of the sharper curves have been relaid with 80 pound steel rail. While this report is being written, a steam shovel and gravel train are at work ballasting the roadbed and filling trestles. One new locomotive, and one passenger car has been purchased, and the older equipment has been repaired. Some of the station buildings and the engine-house have been repaired and painted. All indicating a commendable spirit on the part of the present management, and an intention to give that section of the State railroad service that will be adequate to its needs.

In view of the situation and prospect, on December 1, 1907, we allowed this railroad to be again opened for general freight and passenger traffic, and regular trains are now being run thereon in each direction.

WOODSTOCK RAILWAY.

This road extends from White River Junction to Woodstock, a distance of 13.88 miles. The roadbed is well maintained and is sufficient for the amount and kind of traffic passing over it. The bridges are in good condition, and well looked after. The principal bridge on this line is the long and high "Gulf Bridge" so called, and this is in good condition. The stations on this road are all sufficient and in good repair. In 1906, 4,824 cedar ties were laid on this line, and in 1907, 4,558 cedar ties were laid.

REPORTS EXACTED
FROM
STEAM RAILROADS*

*The page references are to the reports made to this Board by the several railroad companies.

STEAM RAILROADS.

ATLANTIC & ST. LAWRENCE RAILWAY COMPANY.

OFFICERS.

PAGES 3, 5, 7.

Title.	Name.	Location of Office.
President,	Charles M. Hays,	Montreal, Que.
Vice President,	E. H. Fitzhugh,	" "
General Manager,	Charles M. Hays,	" "
Freight Traffic Manager,	John W. Loud,	" "
Solicitor,	C. A. Hight,	Portland, Me.
Treasurer and Clerk,	Walter W. Duffett,	" "
Superintendent,	H. E. Whittenberger,	Montreal, Que.
Auditor,	H. W. Walker,	" "
Superintendent of Telegraph,	W. W. Ashbald,	" "
Passenger Traffic Manager,	W. E. Davis,	" "
General Freight Agent,	C. A. Hays,	" "
General Passenger and Ticket Agent,	G. T. Bell,	" "
Asst. General Passen- ger and Ticket Agent.	H. G. Elliott,	" "
General Baggage Agent.	J. E. Quick,	Toronto, Ont.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Charles M. Hays,	Montreal Que.	August 6, 1907.
E. H. Fitzhugh,	" "	
John W. Loud,	" "	
F. R. Barrett,	Portland, Me.	
W. W. Duffett,	" "	
E. A. Noyes,	" "	
P. G. Brown,	" "	
L. L. Hight,	" "	
W. W. Brown,	" "	

Date of last meeting for election of directors: August 7, 1906.
Post office of general office; Portland, Me.

HISTORY.

Chartered as the Atlantic and St. Lawrence railroad in Maine, February 10, 1845, in New Hampshire, June 30, 1847, in Vermont, October 27, 1848. Road opened from Portland, Me., to Island Pond, Vt., January 29, 1853. On August 5, 1853, road was leased to the Grand Trunk Railway Company for 999 years. Interest and dividends are guaranteed by the latter company at the rate of 6 per cent. per annum.

TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

PAGE 79.

Ad Valorem Tax on the Value of Real and Personal Property:—

Vermont	\$43.00
Specific Tax on Gross or Net Earnings, Revenue or Dividends—	3,463.16
Total,	<u>\$3,506.16</u>

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH-
IN THE STATE OF VERMONT.

PAGE 55.

Express business is conducted by the Lessee under the name of the Canadian Express Company.

The U. S. Government pay the sum of \$24,388 per annum for carrying the mail.

Contract with the Pullman Car Company who maintain the cars and collect special fares.

Contract with the Great North Western Telegraph Company who maintain the line, and collect receipts for any public business done. The Railway Company pays the operators.

(Page 9a)	MILEAGE	See Table I.
(Page 23)	CASH AND CURRENT ASSETS.	See Tables IV, VIIa.
(Page 25)	CAPITAL STOCK AND FUNDED DEBT.	See Tables II, III.
(Page 27)	COST OF ROAD.	See Tables XXVI, XXVIII.
(Page 29)	COST OF EQUIPMENT.	See Tables XXVI, XXVIII.
(Page 31)	INCOME ACCOUNT.	See Tables VIII, IX.
(Page 35)	EARNINGS FROM OPERATION.—STATE OF VERMONT.	See Tables XLIV, XLV.
(Page 35)	EARNINGS FROM OPERATION. ENTIRE LINE.	See Tables XLVI, XLVII.
(Page 37)	STOCKS OWNED.	See Tables XX, XXI.
(Page 39)	BONDS OWNED.	See Tables XX, XXI.

(Page 41)	RENTALS RECEIVED. MISCELLANEOUS INCOME. See Tables XXII, XXIII.
(Page 43)	OPERATING EXPENSES. ENTIRE LINE. See Tables X-XIX.
(Page 47)	RENTALS PAID FOR TRACKS, YARDS AND TERMINALS. See Tables XXIV, XXV.
(Page 49)	BALANCE SHEET, ASSETS. See Tables XXVI, XXVIII.
(Page 51)	BALANCE SHEET, LIABILITIES. See Tables XXVII, XXIX.
(Page 59)	EMPLOYEES AND SALARIES. See Tables XXX, XXXI.
(Page 61a)	TRAFFIC AND MILEAGE STATISTICS.—STATE OF VERMONT. See Tables XXXVI, XXXVII, XL, XLI, XLIV, XLV.
(Page 61)	TRAFFIC AND MILEAGE STATISTICS.—ENTIRE LINE. See Tables XXXVIII, XXXIX, XLII, XLIII, XLVI, XLVII
(Page 65)	DESCRIPTION OF EQUIPMENT. See Tables XXXII, XXXIII.
(Page 61a)	CAR MILEAGE.—VERMONT. See Tables XLVIII, XLIX.
(Page 61, 77)	CAR MILEAGE.—ENTIRE LINE. See Tables XXXIV, XXXV, L, LI.
(Page 61a)	TRAIN MILEAGE.—VERMONT. See Tables LII, LIII.
(Page 61)	TRAIN MILEAGE.—ENTIRE LINE. See Tables LIV, LV.
(Page 69)	TIE AND RAIL RENEWALS. See Tables LVI, LIX.

BARRE RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title	Name,	Location of Office.
President,	A. D. Morse,	Barre, Vt.
First Vice		
President,	W. A. Stowell,	Montpelier, Vt.
Treasurer,	F. W. Stanyan,	Barre, Vt.
General Manager,	W. A. Stowell,	Montpelier, Vt.
General Super- intendent,	F. W. Stanyan,	Barre, Vt.

DIRECTORS.

Name.	Post office Address,	Date of Expiration of Term.
W. A. Stowell,	Montpelier, Vt.	May 31, 1907.
F. W. Stanyan,	Montpelier, Vt.	" " "
A. D. Morse,	Barre, Vt.	" " "
E. L. Smith,	Barre, Vt.	" " "
John Trow.	Barre, Vt.	" " "

Date of last meeting of stockholders for election of directors:
June 13, 1907.

Post office address of general office: Barre, Vt., P. O. Box 393.

HISTORY.

This road was organized under the general laws of the State, its articles of association being filed with the Secretary of State April 9, 1888. Construction of the main line was completed so that the road was opened for business in 1889.

(Page 79)

TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.	\$ 55.00
On gross or net earnings etc.	2,547.07
On property Owned, not used in Operation and Miscellaneous	12.95
Total,	\$2,615.02

(Page 9a) MILEAGE.

See Table I.

(Page 23) CASH AND CURRENT ASSETS.

See Tables IV, VIIa.

(Page 25) CAPITAL STOCK AND FUNDED DEBT.

See Tables II, III.

(Page 27) COST OF ROAD.

See Tables XXVI, XXVIII.

(Page 29) COST OF EQUIPMENT.

See Tables XXVI, XXVIII.

(Page 31) INCOME ACCOUNT.

See Tables VIII, IX.

(Page 35) EARNINGS FROM OPERATION—STATE OF VERMONT.

See Tables XLIV, XLV.

(Page 35) EARNINGS FROM OPERATION—ENTIRE LINE.

See Tables XLVI, XLVII.

(Page 37) STOCKS OWNED.

See Tables XX, XXI.

(Page 39) BONDS OWNED.

See Tables XX, XXI.

(Page 41) RENTALS RECEIVED—MISCELLANEOUS INCOME.

See Tables XXII, XXIII.

(Page 43) OPERATING EXPENSES—ENTIRE LINE.

See Tables X-XIX.

(Page 47) RENTALS PAID FOR TRACKS, YARDS AND TERMINALS.

See Tables XXIV, XXV.

(Page 49) BALANCE SHEET—ASSETS.

See Tables XXVI, XXVIII.

(Page 51) BALANCE SHEET—LIABILITIES.

See Tables XXVII, XXIX.

(Page 59) EMPLOYEES AND SALARIES.

See Tables XXX, XXXI.

(Page 61a) TRAFFIC AND MILEAGE STATISTICS—STATE OF VERMONT.

See Tables XXXVI, XXXVII, XL, XLI, XLIV, XLV.

(Page 61) TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

See Tables XXXVIII, XXXIX, XLII, XLIII, XLVI, XLVII.

(Page 65) DESCRIPTION OF EQUIPMENT.

See Tables XXXII, XXXIII.

(Page 61a)	CAR MILEAGE—VERMONT. See Tables XLVIII, XLIX.
(Page 61, 77)	CAR MILEAGE—ENTIRE LINE. See Tables XXXIV, XXXV, L, LI.
(Page 61a)	TRAIN MILEAGE—VERMONT. See Tables LII, LIII.
(Page 61)	TRAIN MILEAGE—ENTIRE LINE. See Tables LIV, LV.
(Page 69)	TIE AND RAIL RENEWALS. See Tables LVI, LIX.

BOSTON & MAINE RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Lucius Tuttle,	Boston, Mass.
Second Vice-President and Gen'l Traffic Mgr.	William F. Berry,	Boston, Mass.
Third Vice-President and Gen'l Manager,	Frank Barr,	Boston, Mass.
Fourth Vice-President and Gen'l Auditor,	William J. Hobbs,	Boston, Mass.
Corporation Clerk,	William B. Lawrence,	Boston, Mass.
Treasurer,	Herbert E. Fisher,	Boston, Mass.
Assistant Treasurer,	John F. Webster,	Concord, N. H.
General Counsel,	Richard Olney,	Boston, Mass.
General Solicitor,	Edgar J. Rich,	Boston, Mass.
Asst. General Auditor,	Stuart H. McIntosh,	Boston, Mass.
Chief Engineer,	H. Blissell,	Boston, Mass.
Asst. Chief Engineer,	Frank A. Merrill,	Concord, N. H.
General Supt.,	Charles E. Lee,	Boston, Mass.
Division Supt.,	George H. Folger,	Terminal Div., Boston, Mass.
Division Supt.,	William Merritt,	Western Div., Boston, Mass.
Division Supt.,	Winslow T. Perkins,	Eastern Div., Boston, Mass.
Division Supt.,	Henry C. Robinson,	Southern Div., Boston, Mass.
Division Supt.,	Albert S. Cheever,	Fitchburg Div., Boston, Mass.
Division Supt.,	William R. Mooney,	W. N. & P. Div., Nashua, N. H.
Division Supt.,	William F. Ray,	Concord Div., Concord, N. H.
Division Supt.,	Geo. E. Cummings,	White Mts. Div., Woodsville, N. H.
Division Supt.,	Harley E. Folsom,	Conn. & Pass. Div., Lyndonville, Vt.
Supt. Telegraph,	Stephen A. D. Forristall,	Boston, Mass.
Freight Traffic Mgr.,	M. T. Donovan,	Boston, Mass.
Export Frt. Traffic Manager,	Amos S. Crane,	Boston, Mass.
Passenger Traffic Mgr.,	Dana J. Flanders,	Boston, Mass.
Gen. Passenger Agt.,	C. M. Burt,	Boston, Mass.

Asst. G. P. & T. Agt.,	George E. Sturtevant,	Boston, Mass.
Asst. G. P. & T. Agt.,	Frank E. Brown,	Concord, N. H.
Asst. G. P. & T. Agt.,	George W. Storer,	Boston, Mass.
General Baggage Agt.,	Charles J. Wiggin,	Boston, Mass.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Lucius Tuttle,	Boston, Mass.	October 9, 1907.
Samuel C. Lawrence,	Medford, Mass.	" " "
Richard Olney,	Boston, Mass.	" " "
Alvah W. Sulloway,	Franklin, N. H.	" " "
Joseph H. White,	Brookline, Mass.	" " "
Walter Hannevell,	Wellesley, Mass.	" " "
Lewis Cass Ledyard,	New York, N. Y.	" " "
Henry M. Whitney,	Boston, Mass.	" " "
Henry F. Dimock,	New York, N. Y.	" " "
William Whiting,	Holyoke, Mass.	" " "
Alexander Cochrane,	Boston, Mass.	" " "
Charles M. Pratt,	New York, N. Y.	" " "
Moses Williams,	Brookline, Mass.	" " "

Date of last meeting for election of directors: October 10, 1906.
Post office address of general office: Boston, Mass.

HISTORY.

The Boston & Maine Railroad was organized June, 1835, under the laws of the Commonwealth of Massachusetts, State of New Hampshire and State of Maine.

The Boston & Maine Railroad system is formed by consolidation of several railroad corporations, organized under the laws of Massachusetts, Maine and New Hampshire, and reference may be had to the statutes of these States, as cited below, for particulars as to the laws authorizing such consolidation.

This system in Vermont includes the Ashuelot branch of the Connecticut River Railroad from South Vernon to Keene, N. H., less than one mile of which is in Vermont, and the Connecticut and Passumpsic Rivers Railroad, from White River Junction to the Canadian line in the town of Derby.

The Connecticut & Passumpsic Rivers Railroad Company was chartered October 27, 1843, and organized January 15, 1846, under the laws of Vermont. On June 1, 1887, it was leased for ninety-nine years from January 1, 1887, to the Boston & Lowell Railroad and passed with the lease of that road to the Boston & Maine. The agreed rental is all operating expenses and liabilities, \$3,000 per annum for corporation expenses, interest on funded debt, and a dividend on preferred capital stock of 5 per cent. per annum for first ten years and 6 per cent. thereafter.

STATE OF MASSACHUSETTS.

1833. Chap. 109. An Act to incorporate the Andover & Wilmington Railroad from Andover to Wilmington with a capital stock of one thousand shares, the road to be located before June 1st, 1834. (See B. & L. R. R. v. B. & M. R. R. 5 Cush. 375).
1834. Chap. 175. Time of location extended.
1835. Chap. 134. Capital Stock increased. Time for construction extended to January 1, 1838, and permission given to alter the route.
1837. Chap. 113. An Act authorizing the building of a branch from Bradford to the State Line of New Hampshire, increasing the capital stock not exceeding one thousand shares and to change the name to Andover & Haverhill Railroad Corporation.

1839. Chap. 62. An Act to increase the capital stock by \$150,000, and to change the name to the Boston & Portland Railroad Corporation.
1841. Chap. 56. An Act to constitute the stockholders of the Boston & Portland Railroad Corporation stockholders of the Boston & Maine Railroad Company of New Hampshire and authorizing the union of said companies under the name of the Boston & Maine Railroad Company.
1843. Chap. 90. The Boston & Maine Railroads of New Hampshire and Massachusetts having been united, the united corporation is authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation of Maine under the name of the Boston & Maine Railroad.
1844. Chap. 172. An Act to incorporate the Boston & Maine Railroad Extension Company from the Boston & Maine Railroad in Wilmington through Reading, Stoneham, Malden, Somerville or Charleston to Haymarket Sq., Boston, and to authorize the Boston & Maine Railroad to subscribe for the stock of the Extension Company and to increase its own stock therefor. (See Commonwealth v. B. & M. R. R. 3 Cush. 25, and Davidson v. B. & M. R. R. 3 Cush. 91).
1845. Chap. 139. An Act to unite the Boston & Maine Railroad and the Boston & Maine Railroad Extension Company under the name of the Boston & Maine Railroad.
1846. Chap. 75. An Act authorizing the relocation of the Boston & Maine Railroad in Andover and the discontinuance of a portion of original road and to increase its capital stock. Also to build the Methuen Branch. (See Hazen v. B. & M. R. R. 29 Gray 574).
1848. Chap. 292. An Act affecting the location in Somerville and Boston.
1848. Chap. 322. An Act to alter the location of the Methuen Branch as to meet the Manchester & Lawrence Railroad at the New Hampshire Line.
1849. Chap. 226. An Act to increase the capital stock by an amount not exceeding \$600,000.
1851. Chap. 139. An Act authorizing the purchase of the Stoneham Branch Railroad and an increase of capital stock therefor.
1855. Chap. 42. An Act authorizing the purchase of the franchises and the property of the Danvers Railroad.
1855. Chap. 141. An Act to authorize the Boston & Maine Railroad to amend and refile its location.
1855. Chap. 371. An Act to permit the widening of the bridge across Charles River within certain limits.
1855. Chap. 386. An Act to establish an independent line of railroad communication between Boston & Lowell. (See Boston & Lowell R. R. v. Salem & Lowell R. R. 2 Gray 1.)
1861. Chap. 176. An Act authorizing the purchase of certain flats and the widening of the Charles River Bridge.
1866. Chap. 102. An Act in regard to the lease of the South Reading Branch.
1867. Chap. 170. An Act to authorize the subscription for stock in the Marginal Freight Railroad Company.
1868. Chap. 17. An Act to relocate in North Andover and Bradford and to increase its capital stock to \$5,000,000.
1868. Chap. 118. An Act concerning the crossing of the Eastern Railroad and the Boston & Maine Railroad at Lawrence.
1869. Chap. 343. An Act concerning the bridges over the Charles River.
1869. Chap. 362. An Act concerning the same.
1869. Chap. 398. An Act concerning the purchase of the Newburyport City Railroad.
1870. Chap. 9. An Act to authorize the Boston & Lowell Railroad to cross the Boston & Maine Railroad at Grade in Somerville.
1870. Chap. 301. An Act concerning terminal facilities in Boston and the draws across the Charles and Millier Rivers.
1870. Chap. 401. An Act amending the preceding act.
1872. Chap. 356. An Act authorizing the Eastern Railroad to take certain land on Causeway St. in Boston occupied by the Boston & Maine Railroad.
1875. Chap. 357. An Act to provide for the discontinuance of the grade crossings of railroads in Somerville, Charlestown and Boston.
1876. Chap. 7. An Act to authorize the purchase of the West Amesbury Branch Railroad.
1876. Chap. 124. An Act to authorize the purchase of the Newburyport Railroad.
1876. Chap. 126. An Act to authorize the purchase of the Danvers Railroad.
1878. Chap. 245. An Act in relation to the crossing of the track of the Boston & Maine Railroad by Lowell & Lawrence Railroad at South Lawrence.
1880. Chap. 205. An Act authorizing the Boston & Maine Railroad and the Eastern Railroad to make a contract of lease. (See Phillips v. Eastern R. R. 138 Mass. 122).

1886. Chap. 292. An Act to provide for a railroad union Passenger station in Boston.
1887. Chap. 302. An Act in amendment of the preceding act.
1887. Chap. 410. An Act to further provide for a union railroad passenger station in Boston.
1888. Chap. 250. An Act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad, the Eastern Railroad in New Hampshire and the Portsmouth Great Falls and Conway Railroad and to increase its capital stock therefor.
- For further Acts concerning the Boston & Maine Railroad see Acts of 1837, Chap. 188; 1839, Chap. 145; 1844, Chap. 83; 1844, Chap. 116; 1846, Chapters 79, 157, 212; 1847, Chapters 70, 200, 238, 278; 1848, Chapters 41, 204, 207, 223, 231, 263, 264; 1849, Chapters 7, 230; 1850, Chapters 113, 240; 1851, Chapters 196, 236, 244; 1852, Chapters 32, 118, 167, 305, 306; 1853, Chapters 64, 121, 276, 415; 1854, Chapters 31, 310, 336, 353; Resolve, Chap. 82; 1855 Chap. 375; 1857, Chapters 124, 263; Resolve Chap. 88; 1859, Chap. 115; 1860, Chap. 63; 1861, Chap. 15; 1864, Chapters 54, 283; 1866, Chapters 127, 265, 278; 1868, Chapters 178, 188, 253; 1869, Chapters 378, 401; 1870, Chap. 320; 1871, Chapters 184, 389; 1873, Chap. 79, Resolve Chap. 30; 1881, Chap. 265; 1885, Chap. 259; 1886, Chap. 96.
1889. Chap. 25. An act in further addition to an act in relation to the Mystic River Corporation.
1890. Chap. 23. An Act to authorize the Boston & Maine Railroad to accept an assignment of a lease of the Northern Railroad to the Boston & Lowell Railroad Corporation.
1890. Chap. 185. An Act to amend an act entitled an act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad in New Hampshire and the Portsmouth, Great Falls and Conway Railroad.
1890. Chap. 407. An Act to authorize the Boston & Maine Railroad to guaranty the bonds of the St. Johnsbury & Lake Champlain Railroad Company.
1890. Chap. 61. An Act to authorize the Worcester, Nashua & Rochester Railroad Company to issue bonds to fund its floating debt.
1891. Chap. 207. An Act to authorize the Boston & Lowell Railroad Corporation to increase its capital stock.
1891. Chap. 240. An Act in addition to an act in relation to the Mystic River Corporation.
1891. Chap. 308. An Act to authorize the Boston & Maine Railroad to acquire by purchase the road, franchises and property of certain railroad corporations.
1892. Chap. 383. An Act to authorize the Central Massachusetts Railroad to issue bonds.
1892. Chap. 392. An Act relating to shares of the Boston & Maine Railroad subject to the lien of a certain mortgage of the Eastern Railroad Company.
1895. Chap. 145. An Act to require the Boston & Maine Railroad to discontinue the running of certain trains in the city of Lowell.
1897. Chap. 238. An Act confirming the locations of the Boston & Maine Railroad and the Boston, Revere Beach & Lynn Railroad Company in the town of Revere.
1898. Chap. 194. An Act to authorize the Boston & Maine Railroad to purchase and hold in shares the capital stock of any railroad.
1899. Chap. 390. An Act relative to crossings of Railroads and Public ways in East Boston.
1900. Chap. 410. An Act to provide better access for boats to Manchester Harbor, under the tracks of the Boston & Maine Railroad.
1900. Chap. 424. An Act to authorize the sale of the Central Massachusetts Railroad to the Boston & Maine Railroad.
1900. Chap. 426. An Act to ratify and confirm the contract of lease between the Boston & Maine Railroad and Fitchburg Railroad Co.
1900. Chap. 426. An Act relative to the crossings of Railroads and public ways in East Boston.
1901. Chap. 223. An Act relative to the Boston & Maine Railroad bonds forming part of the Fitchburg Railroad Loan sinking fund.
1901. Chap. 466. An Act relative to the maintenance of Willow and Union Streets in Town of Hamilton.
1902. Chap. 168. An Act to repeal an act to provide better access for boats to Manchester Harbor under the tracks of the Boston & Maine Railroad.
1902. Chap. 212. An Act relative to the taxation of the Central Massachusetts Railroad Company.
1902. Chap. 508. An Act relative to the Union Passenger Station and to the abolition of certain grade crossings in the city of Worcester.
1903. Chap. 104. An Act to authorize the Connecticut River Railroad Company to acquire stock of the Vermont Valley Railroad.

1903. Chap. 115. An Act relative to the Union Passenger Station in the city of Worcester.

1902. Chap. 144. An Act relative to the crossings of railroads and public ways in East Boston.

1905. Chap. 343. An Act to revive and continue the co-operative authority of the Lowell, Acton & Maynard Street Railway Company.

1905. Chap. 385. An Act to provide for the abolition of certain grade crossings and for four other railroad improvements in the city of Lowell.

1905. Chap. 422. An Act to provide for a new Union Passenger station in connection with the abolition of certain grade crossings in the City of Worcester.

STATE OF NEW HAMPSHIRE.

1835. Chap. 14. An Act to incorporate the Boston & Maine Railroad with location from Haverhill, Mass., to the boundary line between New Hampshire and Maine. Capital Stock \$600,000.

1838. Chap. 32. An Act in addition to the preceding act, authorizing a change in the location between the Andover & Haverhill Railroad and the State of Maine.

1841. Chap. 6. An Act authorizing the union of the Boston & Portland Railroad, the Maine, New Hampshire and Massachusetts Railroad, Dover & Winnepesaukee Railroad and the Boston & Maine Railroad under the name of the Boston & Maine Railroad and making the stockholders of each railroad stockholders of the Boston & Maine Railroad and increasing the power and privileges of said united railroad.

1841. Chap. 290. The Boston & Maine Railroad of Maine, New Hampshire and Massachusetts, having united, this act authorized the Boston & Maine Railroad to unite with the Boston & Maine Railroad Extension Company.

1887. Chap. 304. An Act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad of New Hampshire and to purchase the stock, etc., of said railroads and to increase its capital stock therefor under certain limitations and to make certain exchanges of stock, etc.

1889. Chap. 5. An Act amending Chapter 100 of the Laws of 1883, and authorizing certain Railroad Corporations to form corporate unions and to make contracts of lease.

1889. Chap. 274. An Act authorizing, legalizing, and confirming the contract between the Boston & Maine Railroad and the Bartlett & Albany Railroad and for other purposes.

1891. Chap. 4. An Act authorizing the Boston & Maine Railroad to increase its capital stock for certain purposes.

1895. Chap. 22. An Act to authorize the lease of the Peterborough Railroad to the Boston & Lowell Railroad Corporation and a transfer of the same to the Boston & Maine Railroad.

1905. Chap. 151. An Act to authorize the Concord & Montreal Railroad to secure the foreclosure of a mortgage of the Nashua, Acton & Boston Railroad, and to purchase the mortgaged property at foreclosure sale.

STATE OF MAINE.

1826. Chap. 179. An Act to establish the Maine, New Hampshire and Massachusetts Railroad Corporation, extending from Portland, Maine to the state line of New Hampshire, there to connect with the railroad running through New Hampshire, the road to be completed on or before December 31st, 1846.

1839. Chap. 533. An additional Act to the above, extending the time for building the road to December 31st, 1850.

1841. Chap. 145. A further Act in addition to the above makes a change in the location and gives authority to connect with other roads.

1842. Chap. 198. An Act to unite the Maine, New Hampshire and Massachusetts Railroad Corporation with the Boston & Maine Railroad constitutes the stockholders of the former road, stockholders of the latter, a corporation already existing under the laws of New Hampshire and Massachusetts, and the two corporations are by this act made one corporation by the name of the Boston & Maine Railroad.

1844. Chap. 152. An Act in addition to the last named act and explanatory thereof.

1846. Chap. 350. An Act authorizing the union of the Boston & Maine Railroad Extension Company, a Massachusetts corporation with the Boston & Maine Railroad.

1869. Chap. 40. An Act establishing the amount of capital stock of the Boston & Maine Railroad at \$5,000,000, and giving consent to the acts of the Massachusetts Legislature concerning said Boston & Maine Railroad.

1869. Chap. 103. An Act amending the preceding act, rectifying clerical error therein.

1871. Chap. 630. An Act for the extension of the Boston & Maine Railroad in Maine and for increase of capital stock by a sum not exceeding \$2,000,000.

1872. Chap. 222. An Act to confirm the location of the Railroad through Berwick and North Berwick in Maine, under certain restrictions.

1876. Chap. 248. An Act to incorporate the Orchard Beach Railroad Company with a capital stock of \$50,000, with power to construct a railroad along Old Orchard Beach.

1876. Chap. 290. An Act to amend Chapter 272 of the Acts of 1873, modifying the restrictions as to depots.

1877. Chap. 326. An Act authorizing the Directors of the Orchard Beach Railroad to determine in regard to the operation of said road.

1879. Chap. 117. An Act permitting the discontinuance of a certain part of its railroad in the town of South Berwick.

1881. Chap. 64. An Act to enable the Boston & Maine Railroad to purchase the Orchard Beach Railroad.

1885. Chap. 407. An Act to incorporate the Boston Express Company to operate over the Boston & Maine Railroad.

1887. Chap. 268. An Act authorizing the Boston & Maine Railroad to purchase the stock, etc., or unite with the Eastern Railroad and other railroads in New Hampshire and Massachusetts leased to or under contract with the Boston & Maine or Eastern Railroad, and the Portland, Saco & Portsmouth, the Portland & Rochester, Portsmouth, Great Falls and Conway, Kennebunk & Kennebunkport and the Orchard Beach Railroad; to increase its capital stock for the purpose of this act.

1889. Chap. 352. An Act additional to the charter of the Portland & Rochester Railroad.

1889. Chap. 532. An Act allowing Orchard Beach Railroad Company to use electric motors.

1891. Chap. 237. An Act in relation to Minority Stockholders of the Boston & Maine Railroad, and certain other railroad corporations.

1891. Chap. 168. An Act relating to the Boston & Maine Railroad.

(Page 79) Taxes and Assessments of all kinds, 1907.

Ad Valorem Tax on the Value of Real and Personal Property:

Massachusetts	\$420,762.22	
New Hampshire	390,365.33	
Maine	14,258.07	
Vermont	3,180.00	
New York	36,133.62	
Canada	1,946.56	
		\$866,645.80

On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends or Other Results of Operation:

Massachusetts	\$522,238.78	
New York	8,605.19	
		\$530,843.97

Specific Tax on Stocks, Bonds, Loans, etc:

Vermont	\$ 210.00	
New York	377.00	
		\$587.00

On Gross or Net Earnings, Revenue, or Dividends:

Maine	\$110,749.61	
Vermont	29,031.77	
New York	1,558.20	
		\$141,339.58

On Property Owned Not used in Operation, and Miscellaneous:

Massachusetts	\$105,531.14	
New Hampshire	19,950.99	
Maine	7,985.14	
Vermont	1,388.92	
New York	653.07	
		\$135,419.26

Total..... \$1,674,835.61

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Contracts, Agreements, etc., affecting business within the State of Vermont.

American Express Co. performing all through express service; also doing business between local points; and sundry local expresses. Compensation based on weight carried.

Post Office Dept.—United States Government. Compensation based on weight carried, space and car service furnished, is fixed by the Government.

The Pullman Co. for use of sleeping and parlor cars. Settlement made on mileage basis.

Through traffic arrangements with all railroad and steamboat companies.

Western Union Telegraph Co.

New England Telephone and Telegraph Co.

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BRISTOL RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Percival W. Clement,	Rutland, Vt.
Superintendent,	Ralph Denio,	Bristol, Vt.
Treasurer,		

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Percival W. Clement,	Rutland, Vt.,	When successor is elected.
E. B. Patterson,	Bristol, Vt.,	" "
W. M. Gove,	Lincoln, Vt.,	" "
H. G. Smith,	New York City,	" "
Waldo P. Clement,	New York City,	" "
Chase P. Bush,	Bristol, Vt.,	" "
Ralph Denio,	Bristol, Vt.,	" "
R. W. Peake,	Bristol, Vt.,	" "

Date of last meeting for election of directors: July 28, 1906.

Post office address of general office: Bristol, Vt.

HISTORY.

This company was chartered by the General Assembly of the State of Vermont in 1882. It was organized in 1890, and the road was opened to the public, January 5, 1892.

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Contracts, Agreement, etc., affecting business within the State of Vermont.

Maximum amount paid by U. S. Government for transportation of mails.

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CENTRAL VERMONT RAILWAY COMPANY.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Chas. M. Hays,	Montreal, Canada.
First Vice-President	E. H. Fitzhugh,	Montreal, Canada.
Treasurer and Clerk,	W. H. Chaffee,	St. Albans, Vt.
Attorney,	C. W. Witters,	St. Albans, Vt.
Auditor,	W. G. Crabbe,	St. Albans, Vt.
General Manager,	G. C. Jones,	St. Albans, Vt.
Engineer,	J. M. Morrison,	St. Albans, Vt.
Superintendent,	C. E. Soule,	St. Albans, Vt.
Asst. Superintendent,	E. D. Nash,	New London, Conn.
Supt. of Telegraph,	M. Magiff,	St. Albans, Vt.
Frt. Traffic Mgr.,	J. W. Loud,	Montreal, Canada.
General Freight Agt.,	Robert L. Burnap,	St. Albans, Vt.
General Pass. Agt.,	J. E. Bentley,	St. Albans, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Chas. M. Hays,	Montreal, P. Q.,	October 10, 1907.
Edgar L. Marston,	24 Broad St., New York,	" " "
E. H. Fitzhugh,	Montreal, P. Q.,	" " "
E. C. Smith,	St. Albans, Vt.,	" " "
C. P. Smith,	Burlington, Vt.,	" " "
E. H. Baker,	44 State St., Boston, Mass.,	" " "
S. E. Kilmer,	130 Broadway, New York, N. Y.,	" " "
Jno. G. McCullough,	N. Bennington, Vt.,	" " "
W. Seward Webb,	Shelburne, Vt.,	" " "
Albert Tuttle,	Fair Haven, Vt.,	" " "
Henry B. Day,	R. E. Day & Co., Boston, Mass.,	" " "
G. C. Jones,	St. Albans, Vt.,	" " "
John W. Stewart,	Middlebury, Vt.,	" " "

Date of last meeting for election of directors: October 9, 1906.

Post office address of general office: St. Albans, Vt.

HISTORY.

The Central Vermont Railway Company was chartered November 16, 1898, "for the purpose of acquiring the title to and operating the lines of the Central Vermont Railroad Company, the Missisquoi Valley Railroad, the Burlington & Lamoille Valley Railroad Company, and also the lease of the New London Northern Railroad." It was organized and commenced operating May 1, 1899.

Taxes and Assessments of all Kinds, 1907.

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Specific Tax on Stocks, Bonds, Loans, etc.....	\$ 155.00
On Gross or Net Earnings, Revenue or Dividends.....	50,713.59
On Property Owned, Not Used in Operation, and Miscellaneous	745.00
Total	\$51,613.69

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Contracts, Agreements, etc., affecting business within the State of Vermont.

American Express Company pays this Company 40 per cent. of gross earnings on Central Vermont Railway Company.

United States Government pays this Company a fixed compensation for carrying the mails.

The Pullman Company and New York, New Haven & Hartford cars run over this railway and are paid 2 cents and 4 cents per mile respectively.

Cars of nearly all railroads and car companies in the United States and Canada run over this railroad and for use of same payment is made to railroads on "Per Diem" basis and car companies 6-10 cent, 3-4 cent, and 1 cent per mile.

Agreements with other railroad companies cover arrangements for division of revenue under published tariff rates for freight and passenger service.

New England Steamship Co. is paid 50 cents per ton by this company for carrying freight between New London, Conn. and New York City.

The agreement with the Western Union Telegraph Co. is that the Railway Co. performs service for the Telegraph Co. and gets in return free use of the wires on its line and service on the Telegraph lines other than those on its road not to exceed \$15000.00 per year.

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CLARENDON & PITTSFORD RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office
President,	F. D. Proctor,	Proctor, Vt.,
Vice-President,	Redfield Proctor,	Proctor, Vt.,
Secretary and Gen. Counsel,	F. C. Partridge,	Proctor, Vt.,
Treasurer,	E. R. Morse,	Proctor, Vt.,
Gen. Superintendent,	Claud I. Hunter,	Proctor, Vt.,
Gen. Freight Agent,	A. W. Edson,	Proctor, Vt.,

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
F. D. Proctor,	Proctor, Vt.,	September 9, 1907.
F. C. Partridge,	Proctor, Vt.,	" " "
E. R. Morse,	Rutland, Vt.	" " "
S. A. Howard,	Rutland, Vt.	" " "
Redfield Proctor, Jr.,	Proctor, Vt.,	" " "
A. W. Edson,	Rutland, Vt.	" " "

Date of last meeting for election of directors: October 23, 1906.

Post office address of general office: Proctor, Vt.

HISTORY.

Organized under the general laws of this State, September 10, 1885. The road commenced operation in July, 1886. It was constructed to handle the product of the Vermont Marble Company.

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DELAWARE & HUDSON COMPANY.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	L. F. Lovee,	New York City.
Vice-President,	Charles A. Peabody,	New York City.
Second Vice-President,	C. S. Sims,	Albany, N. Y.
Secretary,	F. Murray Olyphant,	New York City.
Treasurer,	Charles A. Walker,	New York City.
General Solicitor,	Wm. S. Opdyke,	New York City.
Attorney,	Lewis E. Carr,	Albany, N. Y.
Gen. Traffic Mgr.,	W. J. Mullin,	Albany, N. Y.
Comptroller,	Wm. H. Davies,	New York City.
Auditor R. R. Dept. Accts.,	E. W. Porter,	Albany, N. Y.
Auditor of Traffic Accts.,	J. B. Brownell,	Albany, N. Y.
Chief Engineer,	James MacMartin,	Albany, N. Y.
Supt. Car Service,	C. E. McKim,	Albany, N. Y.
Division Supt.,	A. T. Benjamin,	Albany, N. Y.
Frt. Traffic Mgr.,	Paul Wadsworth,	Albany, N. Y.
Gen. Freight Agt.,	C. E. Rolfe,	Albany, N. Y.
Pass. Traffic Mgr.,	J. W. Burdick,	Albany, N. Y.
Gen. Pass. Agent,	A. A. Heard,	Albany, N. Y.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term. Second Tuesday in
Robert M. Olyphant,	New York City,	May 1908.
Chauncey M. Depew,	New York City,	" "
John Jacob Astor,	New York City,	" "
R. Suydam Grant,	New York City,	" "
George I. Wilbur,	Oneonta, N. Y.,	" "
Charles A. Peabody,	New York City,	" "
Edward H. Harriman,	Arden, N. Y.,	" "
William S. Opdyke,	Alpine, N. J.	" "
Dumont Clarke,	Dumont, N. J.,	" "
James A. Linen,	Scranton, Pa.,	" "
L. F. Lovee,	New York City,	" "
J. Rogers Maxwell,	New York City,	" "
Cornelius Vanderbilt,	New York City,	" "

Date of last meeting for election of directors: May 14, 1907.

Post office address of general offices, 21 Cortlandt St., New York City.

Post office address of operating office, Albany, N. Y.

HISTORY.

The Delaware & Hudson Company is engaged in the mining, selling, and transporting to market its own coal. The railroad lines operated by it in Vermont were originally chartered as the Rutland & Washington, and the Rutland & Whitehall Railroads and were leased to the Rensselaer & Saratoga Railroad Company. After having been operated by the latter Company for several years they were, on March 1, 1871, leased to the Delaware & Hudson Company with other roads, and they have since been operated by it.

Taxes and Assessments of all Kinds, 1907.

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Ad Valorem Tax on the Value of Real and Personal Property:	
New York	\$98,145.89
Specific Tax on Stocks, Bonds, Loans, etc:	
New York	\$26,699.92
Vermont	160.02
	\$26,859.94
On Gross or Net Earnings, Revenue, or Dividends:	
New York	9,529.14
Vermont	1,508.84
	\$11,037.98
On Traffic, or some Physical Quality of Property Operated, or on Privilege:	
New York	865.87
On Property Owned, Not Used in Operation and Miscellaneous:	
New York	3,958.63
Total.....	\$140,868.31

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Contracts, Agreements, etc., affecting business within the State of Vermont.

The Delaware & Hudson Co. transports the business of the National Express Co. subject to the terms of contract dated May 25, '03—effective July 1st, '03.

Mails are transported for the compensation fixed by the Government.

The Western Union Telegraph Co. receives 50 per cent. of the revenue business of the telegraph lines of the Rensselaer & Saratoga R. R. and branches, which are owned and operated by the R. R. Co., with the exception of one wire from Eagle Bridge to Castleton, Vermont, (47.56 miles) which is owned by the Western Union Telegraph Co. and operated in conjunction with the R. R. Co. The Telegraph Co's share of the receipts is the same as on the rest of lines.

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HARDWICK & WOODBURY RAILROAD

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	John S. Holden,	Bennington, Vt.
First Vice-President	Chas. W. Leonard,	Boston, Mass.
Secretary,	J. V. Dutton,	Hardwick, Vt.
Treasurer and Manag- ing Director,	Geo. H. Bickford,	Hardwick, Vt.
Auditor,	Geo. W. Cree,	St. Johnsbury, Vt.
General Manager,	J. V. Dutton,	Hardwick, Vt.
General Supt.,	W. H. Fullerton,	Manchester, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
W. H. Fullerton,	Manchester, Vt.,	One year or until suc- cessor is elected.
Geo. W. Cree,	St. Johnsbury, Vt.,	" "
Chas. W. Leonard,	Boston, Mass.,	" "
John S. Holden,	Bennington, Vt.,	" "
Geo. H. Bickford,	Hardwick, Vt.,	" "
J. V. Dutton,	Hardwick, Vt.,	" "
Arthur J. Holden,	Bennington, Vt.,	" "

Date of last meeting of stockholders for election of directors,
August 8, 1905.

Post office address of general office, Hardwick, Vt.

Post office address of operating office, Hardwick, Vt.

HISTORY.

The Hardwick & Woodbury Company was chartered in 1894, and was organized March 16, 1895. The road commenced operation in 1896.

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Taxes and Assessments of All Kinds, 1907.

Ad Valorem Tax on the Value of Real and Personal Property:

Vermont\$715.00

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MILEAGE.

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CASH AND CURRENT ASSETS.

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CAPITAL STOCK AND FUNDED DEBT.

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HOOSAC TUNNEL & WILMINGTON RAILROAD CO.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Kellas,	Wilmington, Vt.
First Vice-President	Moses Newton,	Wilmington, Vt.,
Secretary,	S. John Lamoureux,	No. Adams, Mass.
Auditor,	H. L. Bray,	Wilmington, Vt.
Treasurer,	John W. Genaway,	Wilmington, Vt.,
General Manager,	John P. Kellas,	Wilmington, Vt.
General Supt.,	George F. Roberts,	Wilmington, Vt.
Gen. Freight Agent,	Martin A. Brown,	Wilmington, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
John P. Kellas,	Malone, N. Y.,	October, 1905.
Moses Newton,	Holyoke, Mass.	" "
George F. Roberts,	Wilmington, Vt.,	" "
John W. Genaway,	Malone, N. Y.,	" "
J. S. Pishon,	Boston, Mass.,	" "

Date of last meeting for election of directors: December 31, 1904.

Post office address of operating office: Wilmington, Vt.

HISTORY.

The Hoosac Tunnel & Wilmington Railroad was chartered December 28, 1886. The road was constructed from Hoosac Tunnel, Mass., to Readsboro, Vt., by the Deerfield Valley Company for the convenience of transportation of freight from its wood pulp, paper and lumber mills at Readsboro.

The extension from Readsboro to Wilmington was built by the Deerfield Valley Railroad Company, and opened November 4, 1892, under the name of the Hoosac Tunnel & Wilmington Railroad Company. It is the only narrow gauge road in the State.

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Taxes and Assessments of All Kinds, 1907.

Ad Valorem Tax on the Value of Real and Personal Property:	
Vermont	\$21.52
On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation:	
Massachusetts	110.16
Specific Tax on Gross or Net Earnings, Revenue, or Dividends	1,418.14
On Traffic, or Some Physical Quality of Property Operated, or on Privilege:	
Vermont	\$ 30.00
Massachusetts	18.81
	48.81
On Property Owned, Not Used in Operation and Miscellaneous	15.00
Total.....	\$1,613.63

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Contracts, Agreements, etc., affecting business within the State of Vermont.

Contract with P. O. Dept. for carrying mail at rate of \$51.30 per miles per annum.

Contract with Western Union Telegraph Co. by which the Railroad Co. furnish the poles and right of way, and the Telegraph Co. the wire and instruments and have use of the line.

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MILEAGE.

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CASH AND CURRENT ASSETS.

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CAPITAL STOCK AND FUNDED DEBT.

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COST OF ROAD.

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MAINE CENTRAL RAILROAD COMPANY.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Lucius Tuttle,	Portland, Maine.
First Vice-President and Gen. Mgr.,	George V. Evans,	Portland, Maine.
Treasurer,	George W. York,	Portland, Maine.
Clerk of Corporation,	Henry B. Cleaves,	Portland, Maine.
Comptroller and Gen. Auditor,	George S. Hobbs,	Portland, Maine.

Chief Engineer,	Theo. L. Dunn,	Portland, Maine.
General Supt.,	Morris McDonald,	Portland, Maine.
Division Supt.,	Fred E. Sanborn,	Portland, Maine.
Division Supt.,	Matthew F. Dunn,	Bangor, Maine.
Division Supt.,	George F. Black,	Portland, Maine.
Division Supt.,	Elmer L. Lovejoy,	Rumford Falls, Maine.
General Freight Agt.,	William K. Sanderson,	Portland, Maine.
General Passenger and Ticket Agent,	Frederic E. Boothby,	Portland, Maine.
Gen. Baggage Agt.,	Horace H. Towle,	Portland, Maine.
Supt. Motive Power,	Philip M. Hammett,	Portland, Maine.
Purchasing Agent,	Charles D. Barrows,	Portland, Maine.
Claim Agent,	John S. Heald,	Portland, Maine.
Car Accountant,	Watson B. Drew,	Portland, Maine.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Lucius Tuttle,	Boston, Mass.,	Upon election of suc- cessor.
Franklin A. Wilson,	Bangor, Maine.	" "
Samuel C. Lawrence,	Medford, Mass.,	" "
Lewis Cass Ledyard,	New York, N. Y.,	" "
Henry M. Whitney,	Brookline, Mass.	" "
John Ware,	Waterville, Maine,	" "
William P. Frye,	Lewiston, Maine,	" "
George F. Evans,	Portland, Maine.	" "
Joseph W. Symonds,	Portland, Maine.	" "
Edward P. Ricker,	So. Portland, Maine,	" "
George Varney,	Bangor, Maine,	" "
Alvah W. Sulloway,	Franklin, N. H.,	" "

Date of last meeting for election of directors: October 17, 1906.

Post office address of general office: Portland, Me.

HISTORY.

The Maine Central Railroad Company was organized under the laws of Maine. It operates the lines of the Upper Coos Railroad and of the Coos Valley Railroad. The Upper Coos Railroad Company was chartered in 1882 and its line opened in 1889. Its line was leased to the Upper Coos Railroad Company of New Hampshire, May 1, 1890, for 999 years. The Coos Valley Railroad Company was chartered in 1882 and its line opened in 1891. Its line was also leased to the Upper Coos Railroad Company of New Hampshire, on May 1, 1890; on the same date the latter road was leased to the Maine Central Railroad Company for 999 years.

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Taxes and Assessments of all Kinds, 1907.

Ad Valorem Tax on the Value of Real and Personal Property:

Maine	\$39,623.03
New Hampshire	7,941.32
Vermont	149.94
Quebec	62.53
	\$47,776.82

On Stocks, Bonds, Loans, etc:

Vermont	75.00
Specific Tax on Gross or Net Earnings, Revenue, or Dividends:	
Maine	\$260,074.85
Vermont	1,223.07
	\$261,297.92
On Traffic, or Some Physical Quality of Property Operated, or on some Privilege:	
Quebec	925.25
Total	\$310,074.99

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Contracts, Agreements, etc., affecting business within the State of Vermont.

American Express Co. pays 35 per cent. of gross earnings on all shipments.

Mail carried for the United States Government at a compensation fixed by the postal authorities.

The Pullman Co. receives mileage of two cents per mile on all cars.

On live freight traffic to or from Western points the Maine Central Railroad Co. receives agreed division of through rates.

On all joint business the Maine Central Railroad Co. receives agreed division of through rates.

Agreement with the Western Union Telegraph Co. covering use of wires and free transportation and service.

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MILEAGE.

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CASH AND CURRENT ASSETS.

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OPERATING EXPENSES—ENTIRE LINE.

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MANCHESTER, DORSET & GRANVILLE RAILROAD CO.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	O. W. Norcross,	Worcester, Mass.
First Vice-President,	E. H. West,	Dorset, Vt.
Secretary,	Ira Glover,	" "
Treasurer,	W. C. Tobin,	Worcester, Mass.
General Manager,	P. W. Lincoln,	Manchester Depot, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
O. W. Norcross,	Worcester, Mass.	
E. H. West,	Worcester, Mass.	
W. C. Tobin,	Worcester, Mass.	
Ira Glover,	Dorset, Vt.	

Post office address of general office: Worcester, Mass.

HISTORY.

The Manchester, Dorset & Granville Railroad Company was chartered June 21, 1902, and the Company organized December 9, of the same year. The work of constructing the first six miles began in January, 1903, and the tracks were in condition to carry freight April 1, 1903. The work of ballasting, bridge building, and fencing continued for several months later. The passenger service was begun September 23, 1903, and the regular schedule has been maintained since that time. The last meeting of the directors was held January 29, 1903.

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MONTPELIER & WELLS RIVER RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Alvin F. Sortwell,	Boston, Mass.
Vice-President,	George E. Carter,	" "
Clerk and Treasurer,	F. W. Stanyan,	Montpelier, Vt.
Attorney,	H. C. Shurtleff,	" "
Gen'l Auditor,	F. S. Anable,	Boston, Mass.
Auditor and Cashier,	A. W. Prescott,	Montpelier, Vt.
General Manager,	W. A. Stowell,	" "
Superintendent,	F. W. Stanyan,	" "
Gen. Frt. and Pass. Agent.	F. W. Morse,	" "

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
Alvin F. Sortwell,	Cambridge, Mass.	June 4, 1908.
George E. Carter,	Boston, Mass.	" " "
Alexander Cochran,	Groton, Vt.	" " "
W. A. Stowell,	Montpelier, Vt.	" " "
J. W. Brock,	" "	" " "

Date of last meeting of stockholders for election of directors:
June 6, 1907.

Post office address of general office: Montpelier, Vt.

HISTORY.

Chartered November 6, 1867, as the Montpelier & Wells River Railroad Company. Road opened November 24, 1873. The original capital stock was \$400,000. Subsequently the road was bonded for \$800,000 but the interest on the bonds being defaulted for several years, the bondholders foreclosed and took possession of the road and put the same into the hands of trustees March 1, 1876. The Company was reorganized January 1, 1877, under the name of the Montpelier & Wells River Railroad, the face value of the bonds that were foreclosed being made the capital stock.

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TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.	65.00
On Gross or Net Earnings, Revenue or Dividends,	5,340.80
On Property Owned, not Used in Operation and Miscellaneous	120.40
Total,	\$5,526.20

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF VERMONT.

Transportation of Express matter on regular trains between Montpelier and Wells River, Vt., \$2,800.00 per year.

Postal car each way daily between Montpelier and Wells River and Barre Transfer and Barre, Vt. at rate of \$3,183.16 per annum.

Agents of Railroad do operating without cost to Telegraph Co. for which the Railroad have free use of wire for Company business.

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MONTREAL & ATLANTIC RAILWAY COMPANY.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	Sir Wm. C. Van Horne,	Montreal, P. Q.
First Vice-President,	Lucius Tuttle,	Boston, Mass.
Third Vice-President,	I. G. Ogden,	Montreal, P. Q.
Secretary, }	A. R. G. Howard,	Montreal, P. Q.
Treasurer, }		

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.	
Sir Wm. C. Van Horne,	Montreal, P. Q.	Until Relieved.	
Lucius Tuttle,	Boston, Mass.	" "	
Sr. Thos. G. Shaughnessy,	Montreal, P. Q.	" "	
Richard B. Angus,	Montreal, P. Q.	" "	
Jas. O'Halloran,	Cowansville, P. Q.	" "	

Date of last meeting for election of directors: 1895.

Post office address of general office: Montreal, P. Q.

HISTORY.

The Canadian Pacific Railway Company operates the line of the Montreal & Atlantic Railway for and on account of the proprietors. The latter Company succeeded to the rights of the Southeastern Railway Company, October 1, 1894, and operates that part of its line which is in Vermont and which was chartered and constructed as the Missisquoi & Clyde Rivers Railroad. The latter road was obtained by the Newport & Richford Railroad Company in 1880 by foreclosure. June 19, 1881, the Canadian Pacific Railway Company leased this line for a period of 99 years.

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TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.	Vermont	\$90.00
On Gross, or Net Earnings, Revenue, or Dividends.		
Dominion of Canada	3,991.60	
State of Vermont	4,500.75	8,492.35
Total		\$8,582.35

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS
WITHIN STATE OF VERMONT.

Dominion Express Company. $1\frac{1}{2}$ times 1st class and $2\frac{1}{2}$ per mile for messengers.

The Western Express Company. Net proceeds after deducting expenses and depreciation of 3 per cent. on gross earnings.

United States Government. \$76.95 per mile of line from Boundary Line near Richford, Vt. to Newport.

Sleeping and Parlor Cars owned and operated by the Canadian Pacific Railway Company.

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RUTLAND RAILROAD COMPANY

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	William H. Newman,	New York City
Vice-President,	William C. Brown,	" " "
" "	E. V. W. Rossiter,	" " "
" "	John Carstensen,	" " "
" "	Wm. J. Welgus,	" " "
" "	Chas. F. Daly,	" " "
" "	Ira A. Place,	" " "
Secretary,	Austin G. Adams,	Rutland, Vt.
Treasurer,	Austin G. Adams,	" "
Attorney,	H. Henry Powers,	" "
Auditor,	Martin H. Chamberlin,	" "
General Manager,	George T. Jarvis,	" "
Chief Engineer,	Geo. L. Moore,	" "
Superintendent,	Sidney S. Colton,	" "
Pass. Traffic Manager,	Chas. F. Doly,	New York
General Freight Agent	Geo. Cassidy,	Rutland, Vt.
General Passenger Agent,	Frank E. Barbour,	" "
General Baggage Agent,	W. M. Skinner,	Albany, N. Y.

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
William K. Vanderbilt	New York	Oct. 1907.
Frederick W. Vanderbilt,	" "	" "
Chauncey M. Depew,	" "	" "
William H. Newman,	" "	" "
J. Pierpont Morgan,	" "	" "
Hamilton McK. Twombly,	" "	" "
William Rockefeller	" "	" "
James Stillman,	" "	" "
W. Seward Webb,	Shelburne, Vt.	" "
Olin Merrill,	Enosburg, Vt.	" "
Percival W. Clement,	Rutland, Vt.	" "
Fletcher D. Proctor,	Proctor, Vt.	" "
Robert Treat Paine, 2d,	Boston, Mass.	" "

Date of last meeting for election of directors, October 16, 1906.

Post office address of general offices: Rutland, Vt.

HISTORY.

Chartered as the Champlain & Connecticut Railroad Company, November 1, 1843. Charter modified in 1847, and name changed to Rutland & Burlington Railroad Company. Opened for travel in 1849. It was taken possession of and operated by the trustees of mortgage bondholders in November, 1853. In 1867 the road was reorganized under the name of Rutland Railroad Company. In December, 1870,

it was leased to the management of the Vermont Central Railroad for twenty years from January 1, 1871, at an agreed annual rental. It was operated by the Central Vermont Railroad Company, under a new lease for 999 years, from December 31, 1890, until May 8, 1896, when the Rutland Railroad Company resumed operation of the line.

Under the authority of No. 153, Acts 1900, "An act to consolidate the Rutland Railroad system," the following companies were consolidated under the name of the Rutland Railroad Company: Rutland Railroad, Rutland Canadian Railroad Company, (charter November 4, 1898) Bennington & Rutland Railroad Company, (charter August 1, 1877) Ogdensburgh & Lake Champlain Railroad Company, (charter November 30, 1898) Chatham & Lebanon Valley Railroad Company, (charter September 21, 1899.)

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Taxes and Assessments of All Kinds, 1907.

Ad Valorem Tax on the Value of Real and Personal Property:

Vermont	\$	10.50	
New York		45,771.47	
			\$45,781.97

On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation:

Vermont	\$	120.00	
New York		2,200.85	
			\$2,320.85

Specific Tax on Gross or Net Earnings, Revenue, or Dividends:

Vermont	\$	50,114.91	
New York		1,227.68	
			\$51,342.59

Total \$99,445.41

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Contracts, Agreements, etc., affecting business within the State of Vermont.

American Express Co. forty per cent. of gross earnings.

United States Government. Contracts for carrying mails and R. P. O. cars, aggregating \$80,648.52 per annum.

Pullman Company. Sleeping and drawing room cars 1c. per mile.

Trackage arrangements with Quebec, Montreal & So. Ry. and Can. Pac. Ry. under which Rutland R. R. passenger trains are run into Montreal, Que.

Western Union & Great Northwestern Telegraph Co., fifty per cent. of gross earnings.

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ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD COMPANY.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	H. E. Folsom,	Lyndonville, Vt.
Vice-President,	H. W. Turner,	St. Johnsbury, Vt.
Secretary,	Geo. W. Cree,	St. Johnsbury, Vt.
Treasurer,	Geo. W. Cree,	St. Johnsbury, Vt.
Gen. Auditor,	Wm. J. Hobbs,	Boston, Mass.
Chief Engineer,	H. Bissell,	Boston, Mass.
Superintendent,	H. E. Folsom,	Lyndonville, Vt.
Gen. Traffic Mgr.,	Wm. F. Berry,	Boston, Mass.
General Freight Agt.,	M. T. Donovan,	Boston, Mass.
Gen. Pass. Agt.,	C. M. Burt,	Boston, Mass.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
H. N. Turner,	St. Johnsbury, Vt.,	September 12, 1907.
H. E. Folsom,	Lyndonville, Vt.,	" " "
C. S. Page,	Hyde Park, Vt.,	" " "
F. G. Fleetwood,	Morrisville, Vt.,	" " "
C. H. Stevens,	St. Johnsbury, Vt.,	" " "
Harry Blodgett,	St. Johnsbury, Vt.,	" " "
Lucius Tuttle,	Boston, Mass.	" " "
Samuel C. Lawrence,	Medford, Mass.,	" " "
Alvah W. Sulloway,	Franklin, N. H.,	" " "

Date of last meeting of directors: September 13, 1906.

Post office address of general office: Boston, Mass.

Post office address of operating office: St. Johnsbury, Vt.

HISTORY.

This railroad is a union of the lines of three separate companies namely, the Essex County Railroad Company, chartered in 1864, amended 1866; Montpelier & St. Johnsbury Railroad Company, chartered in 1866; and the Lamoyille Valley Railroad Company chartered in 1867. Consolidation was affected by the three companies jointly bonding their property, but failing to pay the interest on bonds, all the roads went into receiver's hands October 18, 1877, the year that it was opened for business.

The road was first operated as the Portland & Ogdensburg Railroad, Vermont division. It was reorganized under the name of the St. Johnsbury & Lake Champlain Railroad January 31, 1880, and commenced operations under that name July 1, 1880, and so continues to the present time.

The Victory branch was constructed to the lumber districts in Victory, Granby and East Haven in 1882-3. It was built by the St. Johnsbury & Lake Champlain Railroad Company, by which it has been and is now owned and operated.

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Taxes and Assessments of all Kinds, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.....	\$ 50.00
On Gross or Net Earnings, Revenue, or Dividends.....	9,099.34
On Property Owned, Not Used in Operation, and Miscellaneous	266.80
Total.....	\$9,416.14

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH-
IN STATE OF VERMONT.

American Express Company performing all express service. Compensation based on weight carried.

United States Government Post Office Dpt. Compensation based on weight and car service, is fixed by the Government.

The Pullman Company. Mileage is paid on Pullman Co. cars running over the road.

Canadian Pacific Ry. Settlement made on mileage basis.

Through traffic arrangements with connecting railroads.

Vermont International Telegraph Co. There is no regular contract with this company, the agreement being that the St. Johnsbury & Lake Champlain R. R. Co. shall have use of wires in return for certain privileges granted to the Telegraph Co. for locations, etc. Our agents do the work for which they receive regular commissions from the Telegraph Co.

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VERMONT VALLEY RAILROAD.

(Pages 3, 5, 7)

OFFICERS.

Title.	Name.	Location of Office.
President,	James H. Williams,	Bellows Falls, Vt.
Treasurer and Clerk,	John H. Williams,	Bellows Falls, Vt.
Gen. Auditor,	Wm. J. Hobbs,	Boston, Mass.
Superintendent,	H. E. Folsom,	Lyndonville, Vt.
Gen. Traffic Mgr.,	Wm. F. Berry,	Boston, Mass.
Gen. Freight Agt.,	M. T. Donovan,	Boston, Mass.
Gen. Pass. Agt.,	C. M. Burt,	Boston, Mass.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
James H. Williams,	Bellows Falls, Vt.,	October 2, 1907.
John H. Albin,	Concord, N. H.	" " "
Hugh Henry,	Chester, Vt.,	" " "
H. E. Folsom,	Lyndonville, Vt.,	" " "
Wm. B. C. Stickney,	Bethel, Vt.,	" " "
H. B. Viall,	Keene, N. H.,	" " "
John H. Williams,	Bellows Falls, Vt.,	" " "

Date of last meeting for election of directors: October 3, 1906.

Post office address of general office: Bellows Falls, Vt.

Post office address of operating office: In care of Boston & Maine Railroad, Boston, Mass.

HISTORY.

Chartered November 8, 1848, as the Vermont Valley Railroad. Reorganized under general laws in Vermont, July 3, 1871, as the Vermont Valley Railroad Company of 1871. Commenced operating in 1851. May 12, 1865, passed into the hands of trustees for ten years. In January, 1871, this lease was transferred to the Rutland Railroad Company, by which company it was operated until April 5, 1877. It then became a part of the Connecticut River system, by which it was operated until it passed into the hands of the Boston & Maine by lease dated January 1, 1893.

It is now operated by the latter company. The Vermont Valley Railroad Company of 1871 receives the gross earnings less operating expenses, taxes and interest on bonds, with a minimum guarantee of a sufficient sum to pay 4 per cent. on the whole capital stock. In 1902 the corporate name was changed to the Vermont Valley Railroad.

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TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.....	\$ 50.00
On Gross or Net Earnings, Revenue, or Dividends.....	9,364.54
On Property Owned, Not Used in Operation, and Miscellaneous	73.57
Total	\$9,488.11

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH-
IN STATE OF VERMONT.

American Express Company performs all express service. Compensation is based on weights carried. The Vermont Valley R. R. has no contract with the express company, only through the Boston & Maine R. R. as agents, being included in the general contracts with the Boston & Maine R. R.

United States Government Post Office Dept. Compensation, based on weights carried and car service furnished, is fixed by the Government.

The Pullman Company. Payment made for the use of their cars on mileage basis. The Vermont Valley R. R. has no contract with the Pullman Co.—only through the Boston & Maine R. R. as agents, being included in the general contract with the Boston & Maine R. R. This road is operated by the Boston & Maine R. R. as agents under their lease of the Connecticut River Road. The Vermont Valley R. R. receives the gross earnings less operating expenses, taxes and interest on bonds, with a minimum guarantee of a sum sufficient to pay 4 per cent. on the entire capital stock.

Western Union Telegraph Co. The Vermont Valley R. R. has no contract with the Telegraph Co.—only through the Boston & Maine R. R. as agents, being included in the general contract with the Boston & Maine R. R.

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WHITE RIVER RAILROAD COMPANY.

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OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Williams,	68 Essex St., Boston, Mass.
First Vice-President,	Edward Vining,	
Treasurer,	Edward A. Davis,	Bethel, Vt.
Ass't. Treasurer,	Chauncey D. Parker,	78 Devonshire St., Boston, Mass.
General Manager,	John Tupper,	Rochester, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
James A. Stiles,	Gardner, Mass.,	June, 1907.
Samuel Williams,	68 Essex St., Boston, Mass.,	" "
Chauncey D. Parker,	78 Devonshire St., Boston, Mass.,	" "
Edward A. Davis,	Bethel, Vt.,	" "
John R. Tupper,	Rochester, Vt.,	" "
Edward Vining,		
Leslie, D. Pierce,	Rochester, Vt.,	" "

HISTORY.

Chartered under the laws of Vermont in 1876, as the Vermont Valley Railroad Co. Reorganized as the White River Railroad Co., by Special Act of Legislature on November 21, 1902. Construction work was begun in June, 1899, and completed December, 26, 1899, when the whole line from Bethel to Rochester was opened to the public, and thence continued in operation, with the exception of a few weeks when a spring freshet carried off one of its bridges, till September 13, 1906, when it was closed to public travel by order of the Railroad Commission. On October 7, 1907, the whole management was changed; C. D. Parker of Boston was elected President, E. S. French, Vice-President, and E. A. Davis, Secretary and Treasurer. And such improvements were begun that, on December 1, 1907, the road was again allowed to operate freight and passenger trains.

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TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Gross, or Net Earnings, Revenue or Dividends \$403.70

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH-
IN STATE OF VERMONT.

American Express Co., \$1,200 per year.

United States Mails, \$1,022.88 per year.

New England Telephone & Telegraph Co. Pay \$125 per year for use of instruments.

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WOODSTOCK RAILWAY COMPANY.

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OFFICERS.

Title.	Name.	Location of Office.
President,	John J. Dewey,	Quechee, Vt.
First Vice-President,	F. S. Mackenzie,	Woodstock, Vt.
Secretary,	J. G. Porter,	Woodstock, Vt.
Auditor,	W. S. Dewey,	Quechee, Vt.
General Manager,	J. G. Porter,	Woodstock, Vt.
Traffic Manager,	J. G. Porter,	Woodstock, Vt.

DIRECTORS.

Name.	Post Office Address.	Date of Expiration of Term.
John J. Dewey,	Quechee, Vt.,	Elected annually.
F. S. Mackenzie,	Woodstock, Vt.,	Term of office
Franklin S. Billings,	Woodstock, Vt.,	expires when
Samuel E. Kilner,	New York,	others are
Wm. E. Johnson,	Woodstock, Vt.,	elected.
James G. Porter,	Woodstock, Vt.,	
Frederick Billings,	Woodstock, Vt.,	

Date of last meeting of stockholders for election of directors:
Second Wednesday, September, 1906.

Post office address of general office: Woodstock, Vt.

HISTORY.

The Woodstock Railroad Company was chartered by the Legislature of Vermont, October 30, 1863. Construction was begun April 21, 1868, and was finished so that the road was opened for travel September 29, 1875.

The company was reorganized July 1, 1890, under the name of the Woodstock Railway Company.

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TAXES AND ASSESSMENTS OF ALL KINDS, 1907.

Specific Tax on Stocks, Bonds, Loans, etc.....	\$ 30.00
On Gross or Net Earnings, Revenue or Dividends.....	1,280.63
Total	\$1,310.63

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITH-
IN STATE OF VERMONT.

Contract with U. S. Government for mail.

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STEAM RAILROAD COMPANIES

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NAME OF RAILROAD	IN VERMONT		Miles	Total miles main and branch lines	Total miles, yards, tracks and sidings
	FROM	TO			
1 Atlantic & St. Lawrence Ry. Co. (G.T. Ry.)	North Stratford, N. H.	Norton Mills, Vt.	30.85	33.76	12.62
2 Canada Atlantic Ry. (G.T. Ry.)	Canadian Boundary Line.	Alburgh Jct.	3.16		
3 Barre Railroad	City of Barre.	Quarries in Barre and Williamstown	9.78	20.68	4.83
	Branches and Spurs.		10.92		
	White River Junction.	Canadian Line in Derby.	110.30		
	Massachusetts Line in Fownal.	New York Line in Fownal.	6.50		
3 Boston & Maine R. R.	White River Junction in town of Hartford.	New Hampshire Line.	6.20	123.95	47.66
	Bristol.	"	.24		
4 Bristol Railroad	Mass. State Line in Vermont.	New Haven Junction.	.71	6.29	
	Windsor.	Rouses Point.	6.50		
	Swanton Jct.	Canadian Line.	128.40		
	Burlington.	Cambriage Junction.	11.00		
	Montpelier Junction.	Williamstown.	34.00		
5 Central Vermont Railway Co.	Bethel.	Quarries.	14.90	297.40	
	St. Albans.	Richford.	5.10		
	Brattleboro.	So. Vernon.	28.00		
	Pittsford Quarries.	South Londonderry.	10.00		
	Center Rutland.	West Rutland.	35.00		
6 Clarendon & Pittsford R. R. Co.	West Rutland.	Rutland.	14.50	17.78	3.80
	Rutland.	Albertain.	1.78		
	New York Line.	Eagle Bridge, N. Y.	1.50	36.65	10.00
7 Delaware & Hudson Co.	Granite Junction.	Woodbury Quarry.	29.85	9.50	3.50
8 Harwick & Woodbury R. R. Co.	Summit.	Fletcher Quarry.	6.83	36.78	
9 Hoosac Tunnel & Wilmington R. R. Co.	Massachusetts Line.	Wilmington.	8.75		
	Gulldhal.	Brunswick.	.75		
10 Maine Central R. R. Co.	Canaan.	Canadian Line.	12.29	14.10	2.91
	Conn. River in Lunenburg.	Lunenburg Station.	.25		
11 Manchester, Dorset & Granville R. R. Co.	Manchester.	West Dorset.	5.09	5.09	.60
12 Montpelier & Wells River R. R.	Montpelier.	Wells River.	88.23	49.85	7.62
	Branches and Spurs.	Barre.	4.97		
13 Montreal & Atlantic Ry. Co.	Richford.	Newport.	4.50	21.00	9.07
	White Creek.	Canada Line.	21.00		
	Bennington.	Bennington.	161		
	Bellevue Falls.	North Bennington.	4.18	240.78	58.89
14 Rutland R. R. Co.	Alburgh.	Rouses Pt.	4.47		
	Leicester Junction.	New York Line.	13.76		
15 St. Johnsbury & Lake Champlain R. R. Co.	Lunenburg.	East River Bay.	120.00	131.50	21.24
16 Vermont Valley R. R.	Brattleboro.	North Concord.	11.50	24.00	5.12
17 White River Railroad Co.	Rochester.	Railways Falls.	24.00	20.00	
18 Woodstock Railroad Co.	Woodstock.	White River Junction.	13.88	13.88	1.12

TABLE II.
STOCK AND DEBT, ENTIRE LINES, 1906.

NAME OF RAILROAD	Capital Stock Outstanding	Funded Debt Outstanding	Total Capital Stock and Funded Debt	Amount per Mile of Line	
				Miles	Amount
1 Atlantic & St. Lawrence Railroad Company (G. T. Ry.).....	\$ 8,484,000.—	\$ 3,000,000.00	\$ 8,484,000.—	165.22	\$54,001.000
Extension to Canadian boundary line.....	.....	498,000.00	498,000.—		
Norway Branch R. R.	8,750.—	.....	8,750.—	1.50	5,883.000
Lewiston and Auburn Ry.	300,000.—	.....	300,000.—	5.41	55,403.000
2 Barre Railroad.....	400,000.00	.....	400,000.00	9.29	43,190.544
3 Boston & Maine Railroad.....	27,787,870.70	30,710,743.31	58,498,614.01	612.29	95,641.000
OPERATED ROADS					
Worcester, Nashua & Rochester R.R.	3,098,800.00	1,776,000.00	4,875,800.00	94.48	51,607.000
Danvers	58,300.00	125,000.00	183,300.00	9.28	19,735.000
Newburyport	200,000.00	300,000.00	500,000.00	21.98	18,508.000
Lowell & Andover	625,000.00	.....	625,000.00	8.85	70,631.000
Manchester & Lawrence	1,000,000.00	274,000.00	1,274,000.00	22.39	56,560.000
Kennebunk & Kennebunkport	63,000.00	.....	63,000.00	4.50	14,444.000
Boston & Lowell	6,520,400.00	8,328,000.00	15,127,400.00	96.47	156,809.000
Stony Brook	300,000.00	.....	300,000.00	13.16	22,796.000
Wellton	240,000.00	.....	240,000.00	15.50	15,484.000
Peterborough	385,000.00	.....	385,000.00	10.50	36,037.000
Connecticut & Passumpsic	2,500,000.00	1,300,000.00	4,400,000.00	119.30	39,881.000
Massachusetts Valley	800,000.00	.....	800,000.00	35.46	22,561.000
Northern	5,000,400.00	.....	5,000,400.00	92.01	37,009.000
Concord & Claremont, N. H.	412,400.00	165,000.00	577,400.00	70.90	12,809.000
Peterboro & Hillsboro	45,000.00	.....	45,000.00	18.51	11,345.000
Manchester & Keene	.....	.....	.....	20.50	66,874.000
Connecticut River	.....	.....	.....	80.89	55,172.000
Nashua & Lowell	3,110,000.00	2,420,000.00	5,530,000.00	14.50	55,172.000
Concord & Montreal	7,447,600.00	7,023,000.00	14,470,600.00	362.56	41,044.000
Nashua, Acton & Boston	500,000.00	500,000.00	1,000,000.00	20.12	49,702.000
Pemigewasset Valley	541,500.00	.....	541,500.00	22.98	28,615.000
Concord & Portsmouth	850,000.00	.....	850,000.00	30.87	8,779.000
Suncook Valley	341,700.00	.....	341,700.00	17.41	19,027.000
Franklin & Tilton	250,000.00	.....	250,000.00	4.95	50,505.000
New Boston	84,000.00	.....	84,000.00	6.19	16,185.000
Fitchburg	24,300,000.00	22,167,000.00	46,467,000.00	394.14	118,047.000
Vermont & Massachusetts	3,193,000.00	772,000.00	3,965,000.00	58.58	67,685.000
Troy & Bennington	150,800.00	.....	150,800.00	5.04	29,921.000

TABLE III.

STOCK AND DEBT, ENTIRE LINES, 1907.

	NAME OF RAILROAD	Capital Stock Outstanding	Funded Debt Outstanding	Total Capital Stock and Funded Debt	Amount per Mile of Line	
					Miles	Amount
1	Atlantic & St. Lawrence R. R., (G. T. Ry.)..... OPERATED ROADS.	\$ 5,484,000.00	\$ 3,000,000.00	\$ 8,484,000.00	105.22	\$ 54,001.000
	Extension to Canadian Boundary Line.....					
	Norway Branch Railroad.....	8,750.00	438,000.00	438,000.00		
	Lewiston and Auburn Railway.....	300,000.00		8,750.00	1.50	5,833.000
2	Barre Railroad Company.....	400,000.00		300,000.00	5.41	55.453
3	Boston & Maine Railroad.....	30,638,390.70	30,480,500.00	400,000.00	20.68	19,342.359
	OPERATED ROADS.			61,124,890.70	048.53	94,251.000
	Worcester, Nashua & Rochester R. R.....	3,099,800.00				
	Lowell & Andover R. R.....	625,000.00	1,770,000.00	4,875,800.00	94.48	51,607.000
	Manchester & Lawrence R. R.....	1,000,000.00	274,000.00	925,000.00	8.85	70,621.000
	Kennebunk & Kennebunkport R. R.....	65,000.00		1,274,000.00	22.39	56,900.000
	Boston & Lowell R. R.....	6,599,400.00	6,528,000.00	65,000.00	4.50	14,444.000
	Stony Brook R. R.....	300,000.00		13,127,400.00	111.27	117,978.000
	Wilton R. R.....	240,000.00		300,000.00	13.16	22,796.000
	Peterborough R. R.....	385,000.00		240,000.00	15.50	15,484.000
	Connecticut & Passumpsic Rvs. R. R.....	2,500,000.00		385,000.00	10.50	36,667.000
	Massachusetts Valley R. R.....	800,000.00	1,900,000.00	4,400,000.00	110.30	39,891.000
	Northern R. R.....	3,068,400.00		800,000.00	35.48	22,501.000
	Concord & Claremont R. R.....	412,400.00		3,068,400.00	82.91	37,009.000
	Peterboro & Hillsboro R. R.....	45,000.00	500,000.00	912,400.00	70.90	12,869.000
	Connecticut River R. R.....	3,118,000.00	165,000.00	210,000.00	18.51	11,345.000
	Nashua & Lowell R. R.....	800,000.00	2,259,000.00	5,377,000.00	80.89	60,473.000
	Concord & Montreal R. R.....	7,447,600.00		800,000.00	14.50	55,172.000
	Nashua, Acton & Boston R. R.....	500,000.00	7,023,000.00	14,470,600.00	307.35	39,392.000
	Pennegawasset Valley R. R.....	541,500.00		500,000.00	20.12	24,851.000
	Concord & Portsmouth R. R.....	350,000.00		541,500.00	22.93	23,615.000
	Suncook Valley R. R.....	341,700.00		350,000.00	39.87	8,779.000
	Franklin & Tilton R. R.....	250,000.00		341,700.00	17.41	19,027.000
	New Boston R. R.....	84,000.00		250,000.00	4.95	50,505.000
	Pittsburg R. R.....	24,300,000.00	22,667,000.00	84,000.00	5.19	16,185.000
	Vermont & Massachusetts R. R.....	3,193,000.00		47,027,000.00	394.14	119,315.000
	Troy & Bennington R. R.....	150,800.00	772,000.00	3,965,000.00	58.58	67,685.000
				150,800.00	5.04	29,921.000

TABLE IV.

PAGE 23.

CURRENT ASSETS

Cash and Current Assets Available for Pay-

	NAME OF RAILROAD	CASH	Bills + Receivable	Due from Agents
1	A. & St. L. R. R. Co.*			
2	Barre Railroad	\$ 9,632.22	\$ 60,281.27	\$ 213.93
3	B. & M. R. R.	2,964,216.31	968,491.10	1,852,812.62
4	Bristol R. R. Co.	4,496.78		400.25
5	C. V. Ry. Co.	176,477.61		118,016.87
6	C. & P. R. R.	1,847.36		
7	Delaware & Hudson Co.	44,840.46		432,048.49
8	Hardwick & Woodbury R. R.	3,289.54		
9	H. T. & W. R. R. Co.	11,209.96		3,346.40
10	M. C. R. R. Co.	432,756.34	901,818.50	156,252.63
11	M. D. & G. R. R.			
12	M. & W. R. R.	45,704.87	120,000.00	6,352.00
13	M. & A. Ry. Co.			
14	Rutland Railroad	282,209.27	241,177.22	84,340.04
15	St. J. & L. C. R. C.	12,130.50		9,114.67
16	Vermont Valley R. R.			
17	White River R. R. Co.	3,893.49		
18	Woodstock Ry. Co.	11,449.14		
	Total	\$4,004,153.85	\$2,291,768.09	\$2,662,897.90

* Leased to and operated by the Grand Trunk Ry. Co. of Canada; hence

TABLE V.

PAGE 23.

CURRENT ASSETS

Cash and Current Assets Available for Pay-

	NAME OF RAILROAD	CASH	Bills Receivable	Due from Agents
1	A. & St. L. R. R. Co.*			
2	Barre R. R.	\$ 6,997.76	\$ 55,281.27	\$ 232.74
3	Boston & Maine R. R.	2,705,023.46	979,847.44	2,032,539.57
4	Bristol R. R. Co.	6,047.80		1,123.10
5	C. V. Ry. Co.	187,971.61		131,867.57
6	C. & P. R. R. Co.	667.16	258.00	10,990.11
7	Delaware & Hudson Co.	336,101.92		469,055.60
8	Hardwick & Woodbury R. R.			
9	H. T. & W. R. R. Co.	13,229.09	43,267.95	5,131.62
10	Maine Central R. R. Co.	425,391.07	241,818.50	180,967.73
11	M. D. & G. R. R. Co.			
12	M. & W. R. R. Co.	41,445.01	120,000.00	9,186.99
13	M. & A. Ry. Co.			
14	Rutland R. R. Co.	189,774.81	270,434.65	111,177.63
15	St. J. & L. C. R. R.	21,782.73		8,813.25
16	Vermont Valley R. R.			
17	White River R. R. Co.			
18	Woodstock Ry. Co.	20,594.14		
	Total	\$3,955,026.56	\$1,710,907.81	\$2,961,085.91

* Leased to and operated by the Grand Trunk Ry. Co. of Canada; hence

TABLE IV.

AND LIABILITIES.

ment of Current Liabilities, June 30, 1906.

Due from Solvent Companies and Individuals	Net Traffic Balance due from other Companies	Other Cash Assets Excluding Materials and Supplies	Materials and Supplies on Hand	Total Cash and Current Assets	
\$ 13,395.12	\$ 00.40	\$ 3,333.33	\$ 4,355.90	\$ 86,856.27	1
3,709,930.96			4,292,756.83	9,495,450.99	2
672.31				5,569.34	3
212,839.24	43,466.94	22,875.60	170,396.82	573,676.26	4
61.85	5,760.04			7,669.25	5
990,853.43		1,611,008.28	1,780,739.34	3,078,751.16	6
86.00			365.00	13,375.54	7
178.73	707.30		10,549.19	15,540.39	8
145,393.55	197,235.33		1,001,711.42	1,833,456.35	9
					10
5,485.62			34,536.54	177,542.49	11
					12
509,547.76		16,500.00	229,617.19	1,133,774.29	13
46,040.15			51,012.21	67,285.62	14
88,181.15				88,181.15	15
			9,227.44	3,893.49	16
			1,866.00	11,449.14	17
\$5,722,666.17	\$247,170.01	\$1,653,717.21	\$7,587,153.88	\$16,592,471.73	18

no current balances.

TABLE V.

AND LIABILITIES.

ment of Current Liabilities, June 30, 1906.

Due from Solvent Companies and Individuals	Net Traffic Balance due from other Companies	Other Cash Assets Excluding Materials and Supplies	Materials and Supplies on Hand	Total Cash and Current Assets	
\$ 19,384.61	\$ 417.70		\$ 13,823.75	\$ 85,647.41	1
2,794,345.19			4,953,453.35	8,511,755.66	2
732.89				8,103.77	3
282,603.50		\$ 27,259.04	288,307.84	629,701.72	4
				11,915.27	5
549,202.24		3,224,386.03	1,958,196.04	4,578,745.79	6
					7
20,120.42	469.02		8,171.85	82,218.10	8
327,133.81	144,671.17		1,241,652.02	1,319,982.28	9
					10
9,825.27			48,210.66	180,457.27	11
					12
546,308.61			225,278.86	1,117,695.70	13
46,791.88			49,360.86	77,387.86	14
70,472.56				70,472.56	15
					16
			1,866.00	20,594.14	17
\$4,666,920.98	\$145,557.89	\$3,251,645.07	\$8,788,321.23	\$16,694,677.53	18

no current balances.

PAGE 23.

TABLE VI.

CURRENT ASSETS AND LIABILITIES.

Current Liabilities Accrued to and Including June 30, 1906.

NAME OF RAILROAD	Dividends not Called for	LOANS AND BILLS PAYABLE	Audited Vouchers and Accounts	Wages and Salaries	Net Traffic Balances due to other Companies
1 Atlantic & St. Lawrence R. R. Co.*					
2 Barre Railroad					
3 Boston & Maine R. R.		\$3,450,000.00	\$1,714,638.33	\$ 662,476.84	\$817,755.53
4 Bristol R. R. Co.					1,158.63
5 Central Vermont Railway Co.		225,000.00	411,851.06	106,289.90	.....
6 Clarendon & Pittsford R. R.		34,366.06	.....	.....	.....
7 Delaware & Hudson Co.			1,810,586.52	580,423.55	130,241.09
8 Hardwick & Woodbury R. R.				709.65	.....
9 Hoosac Tunnel & Wilmington R. R. Co.				1,872.91	.....
10 Maine Central R. R. Co.			476,942.86	126,466.04	178.03
11 Manchester, Dorset & Granville R. R. Co.		72,068.85	.....	.....	.....
12 Montpelier & Wells River R. R.			10,834.77	7,009.96	.....
13 Montreal & Atlantic Ry. Co.					3,630.16
14 Rutland R. R. Co.		403,819.17	201,093.53	99,401.50	10,576.00
15 St. Johnsbury & Lake Champlain R. R. Co.		279,211.41	89,683.61	6,605.78	20,669.92
16 Vermont Valley R. R.			35,536.00	.....	.....
17 White River R. R. Co.					
18 Woodstock Railway Co.					
Total		\$4,464,466.39	\$4,751,166.68	\$1,591,256.73	\$984,209.36

* Leased and operated by the Grand Trunk Ry. Co. of Canada; hence no current balances.

TABLE VIa.
CURRENT ASSETS AND LIABILITIES.
Current Liabilities Accrued to and Including June 30, 1906.

NAME OF RAILROAD	Dividends not Called for	Matured In- terest Coupons Unpaid Includ- ing Coupons due July 1	Rents due July 1	Miscellaneous	TOTAL
1 Atlantic & St. Lawrence R. R. Co.*	.....	.....	.....	.....	.....
2 Barre Railroad	.....	.....	.....	.....	.....
3 Boston & Maine R. R.	.....	.....	.....	.....	.....
4 Bristol R. R. Co.	\$ 15.00	\$289,500.40	\$1,206,675.36	\$411,414.50†	\$ 8,558,430.21
5 Central Vermont Railway Co.	5,969.25	2,000.00	.....	.....	3,158.63
6 Claremont & Pittsford R. R.	.....	13,782.00	.....	121,592.95	878,515.91
7 Delaware & Hudson Co.	.....	.....	.....	.....	34,360.00
8 Hardwick & Woodbury R. R.	.....	.....	557,500.00	.....	3,078,751.16
9 Hoosac Tunnel & Wilmington R. R. Co.	.....	4,100.00	.....	.....	709.65
10 Maine Central R. R. Co.	9,802.20	39,645.00	20,975.00	87,092.25	6,150.94
11 Manchester, Dorset & Granville R. R. Co.	.....	.....	.....	.....	764,924.04
12 Montpelier & Wells River R. R.	.....	.....	.....	.....	.....
13 Montreal & Atlantic Ry. Co.	21,896.50	.....	.....	.....	43,371.39
14 Rutland R. R. Co.	3,821.50	201,956.00	.....	.....	.....
15 St. Johnsbury & Lake Champlain R. R. Co.	.....	300.00	.....	78,870.11	999,537.81
16 Vermont Valley R. R.	.....	.....	.....	.....	396,470.72
17 White River R. R. Co.	.....	.....	.....	50,000.00†	85,536.00
18 Woodstock Railway Co.	.....	.....	.....	.....	.....
Total	\$41,504.54	\$540,283.40	\$1,794,150.36	\$748,969.81	\$14,849,923.42

* Leased and operated by the Grand Trunk Ry. Co. of Canada; hence no current balances.

† Dividends due July, 1906.

TABLE VII.

CURRENT ASSETS AND LIABILITIES.

Current Liabilities Accrued to and Including June 30, 1907.

NAME OF RAILROAD	Receiver's Certificates	Loans and Bills Payable	Audited Vouchers and Accounts	Wages and Salaries	Net Traffic Balances due to other Companies	
1 Atlantic & St. Lawrence R. R. Co.*						1
2 Barre Railroad						2
3 Boston & Maine R. R.		\$3,700,000.00	\$3,313,804.56	\$ 521,837.84	\$1,103,391.19	3
4 Bristol R. R. Co.					924.88	4
5 Central Vermont Railway Co.		175,000.00	713,051.10	113,988.24	2,988.00	5
6 Clarendon & Pittsford R. R.		42,500.00	.....	.....	.....	6
7 Delaware & Hudson Co.			3,197,312.77	701,528.90	122,404.12	7
8 Hardwick & Woodbury R. R.						8
9 Hoosac Tunnel & Wilmington R. R. Co.		35,500.00	456.46	474.13	575.28	9
10 Maine Central R. R. Co.		600,000.00	722,763.74	147,857.33	.....	10
11 Manchester, Dorset & Granville R. R. Co.						11
12 Montpelier & Wells River R. R.			18,503.61	2,404.33	15,124.41	12
13 Montpelier & Atlantic Ry. Co.						13
14 Rutland R. R. Co.		363,819.17	172,147.14	102,532.28	47,104.55	14
15 St. Johnsbury & Lake Champlain R. R.		296,199.62	133,926.56	87.33	18,356.30	15
16 Vermont Valley R. R.			15,000.00	.....	.....	16
17 White River R. R. Co.						17
18 Woodstock Railway Co.						18
Total		\$5,213,018.79	\$8,287,025.94	\$1,593,294.71	\$1,310,803.39	

* Leased to and operated by the Grand Trunk Ry. Co. of Canada; hence no current balances.

CURRENT ASSETS AND LIABILITIES.

Current Liabilities Accrued to and Including June 30, 1907.

NAME OF RAILROAD	Dividends Not Called for	Matured Interest Coupons Unpaid (Including Coupons due July 1)	Rent due July 1	Miscellaneous	Total
1 Atlantic & St. Lawrence R. R. Co.*	.....	.....	.....	.....	.....
2 Barrs Railroad	\$ 20.00	.....	.....	.....	.....
3 Boston & Maine R. R.	5,201.50	\$273,456.03	\$1,209,336.01	\$ 697,539.22†	\$10,824,026.95
4 Bristol R. R. Co.	.....	2,000.00	.....	.50	2,925.38
5 Central Vermont Railway Co.	.....	12,339.10	.....	74,374.14	1,092,841.24
6 Clarendon & Pittsford R. R.	.....	.....	.....	.....	42,500.33
7 Delaware & Hudson Co.	.....	.....	557,500.00	.....	4,578,745.79
8 Hardwick & Woodbury R. R.	.....	4,066.97	.....	.....	.....
9 Hoosac Tunnel & Wilmington R. R. Co.	.....	38,603.00	84,641.00	87,092.25†	41,072.54
10 Maine Central R. R. Co.	9,815.04	.....	.....	.....	1,000,773.02
11 Manchester, Dorset & Granville R. R. Co.	.....	.....	.....	.....	.....
12 Montpelier & Wells River R. R.	22,371.50	.....	.....	.....	.....
13 Montreal & Atlantic Ry. Co.	.....	.....	.....	.....	58,403.85
14 Rutland R. R. Co.	3,987.50	173,558.50	.....	.....	.....
15 St. Johnsbury & Lake Champlain R. R.	.....	175.00	.....	111,692.83	974,841.97
16 Vermont Valley R. R.	.....	.....	.....	.....	448,738.81
17 White River R. R. Co.	.....	.....	.....	50,000.00†	65,000.00
18 Woodstock Railway Co.	.....	.....	.....	.....	.....
Total	\$41,395.54	\$504,198.30	\$1,851,478.27	\$1,020,698.94	\$19,820,079.88

* Leased to and operated by the Grand Trunk Ry. Co. of Canada; hence no current balance.

† Dividends due July, 1907.

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TABLE VIII.

INCOME ACCOUNT OF OPERATING ROADS

NAME OF RAILROAD	Gross Earnings	Operating Expenses	Income from Operation	Total Income Including Income from Other Sources Such as Stocks, Bonds, etc.
1 A. & St. L. R. R. Co..	\$ 1,476,340.97	\$ 1,247,181.85	\$ 229,159.12	\$ 229,159.12
2 Barre R. R.	103,255.52	38,761.06	64,494.46	67,075.16
3 B. & M. R. R.	39,214,202.86	29,353,368.57	9,860,834.29	10,482,919.54
4 Bristol R. R. Co.	19,955.83	16,021.78	3,934.07	3,934.07
5 C. Vt. Ry. Co.	2,427,970.45	1,895,792.11	532,178.34	550,802.43
6 C. & P. R. R.	52,551.30	44,560.72	7,990.58	7,990.58
7 D. & H. Co.	3,490,772.03	2,723,978.55	766,793.48	.....
8 H. & W. R. R.	27,549.00	21,614.41	5,934.59	.....
9 H. T. & W. R. R. Co..	76,945.74	48,351.22	28,594.52	29,032.71
10 M. C. R. R.	7,794,745.49	6,033,086.10	1,761,659.39	1,839,962.63
11 M. D. & Q. R. R. Co..	.....	.....	.....	.....
12 M. & W. R. R. R.	205,103.94	158,814.30	46,289.64	55,063.81
13 M. & A. Ry. Co.	759,705.82	645,383.35	114,322.47	114,322.47
14 Rutland R. R. Co.	2,714,605.27	1,828,745.74	885,859.53	993,577.63
15 St. J. & L. C. R. R.	374,168.54	322,673.40	51,495.14	53,319.62
16 Vt. Valley R. R.	362,855.90	290,957.74	161,898.16	151,646.75
17 W. R. R. R. Co.	20,685.01	18,509.06	2,175.95	.....
18 W. Ry. Co.	46,136.62	30,684.99	15,561.63	15,876.63
	\$59,167,600.31	\$44,688,684.95	\$14,478,915.36	\$14,614,548.15

TABLE VIII (CONTINUED)

PAGE 31.

INCOME ACCOUNT OF OPERATING ROADS

NAME OF RAILROAD	Net Income	Deficit	Dividends on Common Stock	Dividends on Preferred Stock	Surplus from Operation 1906
1 A. & St. L. R. R. Co.	.....	\$ 56,058.87	\$ 329,040.00	.....	.....
2 Barre R. R.	\$ 64,802.57	.....	20,000.00	.....	\$ 44,802.57
3 B. & M. R. R.	2,051,919.69	.....	1,645,058.00	\$188,968.00	217,273.69
4 Bristol R. R. Co. ....	.....	65.98	.....	.....	.....
5 C. Vt. Ry. Co.	4,516.26	.....	.....	.....	15,780.90
6 C. & P. R. R.	6,660.85	.....	.....	.....	6,680.85
7 D. & H. Co. ....	.....	428,044.52	.....	.....	.....
8 H. & W. R. R.	5,405.81	.....	1,400.25	2,500.00	1,445.56
9 H. T. & W. R. R.	14,371.34	.....	.....	.....	14,371.34
10 M. C. R. R.	404,586.71	.....	3,483,369.00	.....	56,217.71
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	44,176.29	.....	40,000.00	.....	4,176.29
13 M. & A. Ry. Co.	15,568.94	.....	.....	.....	15,568.94
14 Rutland R. R. Co.	225,726.38	.....	.....	135,864.00	89,862.38
15 St. J. & L. C. R. R. ....	.....	32,956.94	.....	.....	.....
16 Vt. Valley R. R.	102,680.98	.....	.....	100,000.00	2,680.98
17 W. R. R. R. Co. ....	.....	.....	.....	.....	.....
18 W. Ry. Co.	14,683.59	.....	12,495.00	.....	2,188.59
	\$2,955,000.39	\$517,126.26	\$5,532,022.25	\$427,362.00	\$471,049.87

TABLE VIII.

FOR YEAR ENDING JUNE 30, 1906.

Interest on Funded Debt Accrued	Interest on Current Liabilities Accrued	Rentals Paid	Taxes	Total Deductions from Income Including other Deductions	
\$ 206,280.00		\$ 18,000.00	\$ 60,937.99	\$ 285,217.99	1
1,366,854.62	\$ 84,023.81	5,074,554.26	2,272.59	2,272.59	2
4,000.00			1,745,490.16	8,430,969.85	3
440,000.00	25,165.00	28,916.21			4
			52,294.96	546,376.17	5
			1,329.73	6,660.85	6
		1,053,242.00	141,596.00	1,194,838.00	7
			528.78	528.78	8
	12,400.00		2,249.69	14,661.37	9
617,960.00		551,185.76	272,820.16	1,455,465.92	10
					11
		4,800.00	5,469.99	10,827.52	12
52,650.00		33,120.00	12,783.53	98,553.53	13
501,912.50	8,209.25	19,000.00	78,729.52	707,851.27	14
66,400.00	10,505.23		9,371.33	86,276.56	15
40,000.00			8,965.77	48,965.77	16
					17
			1,193.04	1,193.04	18
\$3 236,037.12	\$140,303.29	\$6,732,818.23	\$2,396,633.24	\$12 890,629.21	

TABLE VIII (CONTINUED)

FOR YEAR ENDING JUNE 30, 1906 (CONTINUED).

Deficit from Operation 1906	Surplus from Operation 1905	Deficit from Operation 1905	Additions for the year	Deductions for the year	Total Surplus on June 30, 1906	Total Deficit on June 30, 1906	
\$ 385,098.87							1
	\$ 137,374.68		\$44,802.57		\$ 182,177.25		2
	1,494,140.56			\$119,823.69	2,591,590.56		3
65.93	4,274.17			65.93		\$ 4,208.24	4
					20,257.25		5
	68,278.84				74,339.69		6
							7
	4,888.28		1,445.56		6,333.84		8
	23,350.59				37,721.93		9
	1,178,328.41			57,553.29	1,176,993.83		10
							11
	188,219.98			821.19	191,575.06		12
		\$218,117.78				202,548.84	13
	924,643.46			12,201.96	1,002,203.87		14
1,615,849.62						1,648,806.56	15
	103,354.38				106,635.36		16
							17
	58,736.55				60,925.14		18
\$2,001,014.42	\$4,185,589.90	\$218,117.78	\$46,248.13	\$190,466.05	\$5,456,803.40	\$1,855,563.64	

TABLE IX.

PAGE 31.

INCOME ACCOUNT OF OPERATING ROADS

NAME OF RAILROAD		Gross Earnings		Operating Expenses		Income from Operation
1 A. & St. L. R. R. Co.....	(2)	\$ 1,544,058.49	(2)	\$1,243,681.79		\$ 300,376.70
2 Barre R. R.....		116,368.76		39,279.31		77,089.45
3 B. & M. R. R.....	(2)	4 125,256.50	(2)	30,968.397.46		10,156,859.04
4 Bristol R. R. Co.....		18,931.34		13,413.51		5,517.83
5 C. Vt. Ry. Co.....	(1)	2,451,194.36	(1)	1,878,067.13		573,127.23
6 C. & P. R. R.....		57,355.15		42,700.97		14,654.18
7 D. & H. Co.....	(2)	3,713,562.09	(2)	2,809,753.74		903,808.35
8 H. & W. R. R.....		34,209.86		27,326.83		6,883.03
9 H. T. & W. R. R.....		97,327.08		51,643.97		45,683.11
10 M. C. R. R.....	(2)	8 348,139.15	(2)	5,664,172.97		2,683,966.18
11 M. D. & G. R. R. Co.....						
12 M. & W. R. R. R.....		213,631.49		174,661.26		38,970.23
13 M. & A. Ry. Co.....	(2)	7-7,843.71		644 223.66		143,620.05
14 Rutland R. R. Co.....	(2)	2,988,992.26	(2)	2,132,290.08		856,702.18
15 St. J. & L. C. R. R.....		366,629.53		325,125.51		41,504.02
16 Vt. Valley R. R.....		3-6,960.84		288,270.53		101,690.31
17 W. R. R. R. Co.....		16,052.00		17,712.00		
18 W. Ry. Co.....		59,775.23		28,274.00		22,500.63
		\$62,317,287.84		\$46,346,025.32		\$15,972,925.52

(1) In Vermont.

(2) Entire Line.

TABLE IX (CONTINUED).

PAGE 31.

INCOME ACCOUNT OF OPERATING ROADS

NAME OF RAILROAD		Net Income		Deficit		Dividends on Common Stock		Dividends on Preferred Stock		Surplus from Operation 1907
1 A. & St. L. R. R. Co...	(2)	\$12,039.00				\$ 329,040.00				
2 Barre R. R.....		79,288.18				20,000.00				\$ 59,288.18
3 B. & M. R. R.....	(2)	2,105,946.73				1,784,344.16		\$188,988.00		132,614.57
4 Bristol R. R. Co.....		1,517.83								1,517.83
5 C. Vt. Ry. Co.....		1,813.42								1,813.42
6 C. & P. R. R.....		13,334.56								13,334.56
7 D. & H. Co.....				\$208,643.18						
8 H. & W. R. R.....		6,168.00				2,919.00		3,250.00		
9 H. T. & W. R. R.....		32,113.68								32,113.68
10 M. C. R. R.....	(2)	500,462.82				348,369.00				151,093.82
11 M. D. & G. R. R. Co.....										
12 M. & W. R. R. R.....		35,337.00				40,000.00				
13 M. & A. Ry. Co.....	(2)	49,267.70								49,267.70
14 Rutland R. R. Co.....	(2)	120,454.40						135,864.00		
15 St. J. & L. C. R. R.....				44,067.20						
16 Vt. Valley R. R.....		102,827.41				100,000.00				2,827.41
17 W. R. R. R. Co.....										
18 W. Ry. Co.....		21,640.00				12,495.00				9,145.00
		\$3,091,210.73		\$337,710.38		\$2,687,167.16		\$328,102.00		\$463,016.17

(1) In Vermont.

(2) Entire Line.

TABLE IX.

FOR YEAR ENDING JUNE 30, 1907.

Total Income Including Income from Other Sources, Such as Stocks, Bonds, etc.	Interest on Funded Debt Accrued	Interest on Current Liabilities Accrued	Rentals Paid	Taxes	Total Deduc- tions from Income In- cluding other Deductions	
(2) \$ 300,376.70	\$ 206,280.00	.....	\$ 180,000.00	\$ 64,067.70	\$ 288,337.70	1
81,903.20	.....	.....	.....	2,615.02	2,615.02	2
(2) 10,861,218.02	1,242,079.11	\$199,467.06	5,112,890.29	1,674,835.61	8,755,274.29	3
5,517.83	4,000.00	.....	.....	.....	.....	4
(1) 551,963.59	440,000.00	20,620.28	28,916.20	51,613.69	550,150.17	5
14,394.18	.....	.....	.....	1,239.62	1,239.62	6
(2) 903,808.35	.....	.....	1,036,583.22	140,868.31	1,197,451.53	7
.....	.....	.....	.....	713.00	.....	8
45,977.31	12,350.00	.....	.....	1,613.63	13,863.63	9
(2) 2,781,096.55	617,960.00	.....	605,892.42	310,074.99	2,271,633.73	10
.....	.....	.....	.....	.....	.....	11
47,262.20	.....	.....	4,800.00	5,526.20	.....	12
(2) 143,620.05	.....	52,650.00	33,120.00	8,582.35	94,392.35	13
(2) 905,802.40	495,927.50	19,420.09	19,000.00	99,445.41	785,438.00	14
42,870.47	66,400.00	11,121.53	.....	9,416.14	86,937.67	15
152,315.52	40,000.00	.....	.....	9,488.11	49,488.11	16
.....	.....	12,500.00	.....	463.70	12,933.70	17
22,950.63	.....	.....	.....	1,310.63	1,310.63	18
\$16,861,367.00	\$3,124,896.61	\$324,778.96	\$7,041,162.13	\$2,381,826.11	\$14,111,013.15	

TABLE IX (CONTINUED).

FOR YEAR ENDING JUNE 30, 1907 (CONTINUED)

Deficit from Operation 1907	Surplus from Operation 1906	Deficit from Opera- tion 1906	Addi- tions for the year	Deduc- tions for the year	Total Surplus on June 30, 1907	Total Deficit on June 30, 1907	
\$ 317,001.00	.....	.....	.....	.....	.....	.....	1
.....	\$ 182,177.25	.....	\$ 59,288.18	.....	\$ 241,465.43	.....	2
.....	2,591,590.56	.....	713,323.06	.....	3,437,528.19	.....	3
.....	4,208.24	.....	.....	.....	5,726.07	.....	4
.....	20,297.25	.....	.....	.....	23,110.67	.....	5
.....	74,339.69	.....	.....	.....	88,274.23	.....	6
.....	.....	.....	.....	.....	.....	.....	7
.....	6,333.84	.....	.....	.....	6,333.84	.....	8
.....	37,721.93	.....	.....	.....	69,835.61	.....	9
.....	1,176,992.83	.....	89,917.84	\$161,093.82	1,306,910.67	.....	10
.....	.....	.....	.....	.....	.....	.....	11
4,663.63	191,575.08	.....	.....	502.29	186,409.79	.....	12
.....	.....	\$35,705.85	.....	.....	13,561.85	.....	13
15,460.60	1,002,303.87	.....	.....	36,922.00	949,972.27	.....	14
1,648,806.56	.....	.....	.....	.....	.....	\$1,692,873.76	15
.....	106,035.36	.....	.....	.....	108,862.77	.....	16
14,563.70	60,925.14	.....	.....	.....	70,070.14	.....	17
.....							18
\$2,000,445.46	\$5,455,101.04	\$35,705.85	\$802,529.08	\$198,518.11	\$6,467,061.55	\$1,692,873.76	

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TABLE X.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Repairs to Roadway	Renewals of Rails	Renewals of Ties	Repairs and Renewals of Bridges and Culverts	Repairs and Renewals of Fences, etc.
1 A. & St. L. R. R. Co..	\$ 121,089.66	\$ 23,773.70	\$ 25,873.64	\$ 14,413.81	\$ 5,552.08
2 Barre R. R.	9,620.50		3,845.54	19.63	379.34
3 B. & M. R. R.	2,712,191.68	477,040.90	712,644.15	252,571.93	195,464.18
4 Bristol R. R. Co.					
5 C. Vt. Ry. Co.	165,918.77	7,589.69	52,465.76	45,453.16	4,721.11
6 C. & P. R. R.			13,600.00		200.00
7 D. & H. Co.	238,996.89	49,560.25	77,313.40	34,568.29	16,100.84
8 H. & W. R. R.	5,972.71		2,508.50	81.10	57.16
9 H. T. & W. R. R.	4,208.51		3,148.93	301.17	
10 M. C. R. R.	803,368.88	79,440.75	132,478.44	53,572.65	25,692.73
11 M. D. & G. R. R. Co..					
12 M. & W. R. R. R.	26,555.18	450.69	15,495.05		493.94
13 M. & A. Ry. Co.	85,722.77	10,706.26	29,238.98	7,396.90	5,078.69
14 Rutland R. R.	240,187.79	5,815.27	50,098.28	29,068.93	10,122.18
15 St. J. & L. C. R. R.	54,898.89	3,432.69	11,792.81	32,251.69	1,592.38
16 Vt. Valley R. R.	57,157.44	1,613.37	3,673.33	29,072.83	2,126.53
17 W. R. R. Co.	3,491.48	1,173.46	472.25	300.04	
18 W. Ry. Co.	4,978.83	71.19	2,584.52	2,772.15	221.89
	\$4,493,699.98	\$660,668.22	\$1,137,248.67	\$483,756.86	\$267,803.05

* Includes items properly in five previous columns.

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TABLE XI.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Repairs to Roadway	Renewals of Rails	Renewals of Ties	Repairs and Renewals of Bridges and Culverts	Repairs and Renewals of Fences, etc.
1 A. & St. L. R. R. Co..	\$ 127,177.55	\$ 10,808.17	\$ 11,191.68	\$ 9,227.90	\$2,793.90
2 Barre R. R.	9,661.27		1,895.75	42.92	64.64
3 B. & M. R. R.	2,923,601.58	244,989.61	542,881.79	283,833.80	165,157.34
4 Bristol R. R. Co.					
5 C. Vt. Ry. Co.	132,694.04	7,082.97	43,003.84	79,677.30	4,155.23
6 C. & P. R. R.			11,437.06*		200.00
7 D. & H. Co.	280,681.37	11,383.74	67,104.79	30,378.94	19,726.33
8 H. & W. R. R.	5,888.03	4,464.61	2,240.35	28.00	59.41
9 H. T. & W. R. R.	7,178.46	186.18	1,796.78		
10 M. C. R. R.	708,967.92	67,168.38	124,305.32	36,326.75	24,831.52
11 M. D. & G. R. R. Co..					
12 M. & W. R. R. R.	25,374.50	265.49	11,534.17	7,963.16	1,270.98
13 M. & A. Ry. Co.	107,279.33	3,782.70	19,420.97	12,715.69	6,203.07
14 Rutland R. R.	228,971.83	28,289.70	71,609.11	49,401.82	13,318.09
15 St. J. & L. C. R. R.	53,108.29	1,357.12	14,180.93	10,385.76	1,543.71
16 Vt. Valley R. R.	30,540.58	3,261.80	5,963.90	2,332.80	1,690.27
17 W. R. R. Co.	3,573.78		1,068.12	245.81	988.65
18 W. Ry. Co.	5,083.94	191.33	2,604.02	296.61	43.79
	\$4,650,782.96	\$383,211.20	\$932,267.92	\$513,896.47	\$242,396.93

* Includes items properly in five previous columns.

TABLE X.

JUNE 30, 1906. MAINTENANCE OF WAY AND STRUCTURES.

Repairs and Renewals of Buildings and Fixtures	Repairs and Renewals of Docks and Wharves	Repairs and Renewals of Telegraph	Stationery and Printing	Other Expenses	Total	
\$ 37,972.10	\$12,309.43	\$ 286.05	\$ 45.44		\$ 241,216.41	1
1,962.49					15,227.50	2
923,758.56*	62,962.44	15,597.07	4,575.41	\$26,465.63	5,383,301.95	3
1,842.62			176.11		2,018.73	4
45,576.93	4,597.99	861.16	391.35		267,575.92	5
300.00					14,100.00	6
58,065.70		5,050.68	154.37	795.68	500,536.10	7
					8,619.56	8
					9,364.71	9
1,487.23		218.87			1,583,408.02	10
257,986.97	220,516.23	172.40	1,228.98			11
					54,594.16	12
4,292.40					178,622.37	13
21,232.47		1,543.48	223.59	4,792.20	421,482.76	14
81,731.69	254.57	316.30	425.53	279.46	98,570.40	15
6,702.40				78.40	68,375.04	16
3,362.00		106.02	19.67	16.64	5,139.77	17
					11,978.61	18
1,211.20			6.50	132.33		
\$1,447,424.76	\$309,571.13	\$24,152.03	\$7,246.95	\$32,560.34	\$8,864,132.01	

TABLE XI.

JUNE 30, 1907. MAINTENANCE OF WAY AND STRUCTURES.

Repairs and Renewals of Buildings and Fixtures	Repairs and Renewals of Docks and Wharves	Repairs and Renewals of Telegraph	Stationery and Printing	Other Expenses	Total	
\$ 47,163.65	\$ 6,154.94	\$ 42.78	\$ 174.98		\$ 214,734.25	1
923.19					12,197.77	2
660,583.49	24,523.71	30,033.49	5,965.78	\$23,630.85	4,900,226.84	3
1,019.72*			209.13		1,228.85	4
46,442.72	996.30	2,091.16	396.78		307,530.34	5
300.00					11,937.00	6
46,414.54		6,349.51	364.35	204.11	462,587.68	7
					12,679.80	8
554.43		123.95	55.82	181.13	10,076.75	9
107,401.53	5,781.41	100.38	1,269.88		1,076,193.09	10
						11
5,279.82					61,718.21	12
18,156.34		1,670.19	251.23		169,529.43	13
56,984.73	927.59	273.51	293.44	329.13	450,458.86	14
6,479.89	264.56		29.40	251.34	87,601.00	15
7,150.84		97	25.48	3.66	51,270.30	16
9.22	46.73			8.17	5,940.48	17
836.35			7.00	148.18	9,238.22	18
\$1,005,400.46	\$88,690.15	\$40,705.94	\$9,643.27	\$24,756.57	\$7,850,148.87	

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TABLE XII.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Super- intendence	Repairs and Renewals of Locomotives	Repairs and Renewals of Passenger Cars	Repairs and Renewals of Freight Cars
1 A. & St. L. R. R. Co...	\$ 9,081.04	\$ 85,473.33	\$ 15,005.05	\$ 81,321.68
2 Barre R. R.		1,221.71	86.38	2,890.25
3 B. & M. R. R.	123,633.34	2,005,939.34	928,061.89	1,051,719.29
4 Bristol R. R. Co.				
5 C. Vt. Ry. Co.	16,915.62	248,929.38	63,786.17	171,652.67
6 C. & P. R. R.		1,500.00		4,500.00
7 D. & H. Co.	25,256.32	170,895.62	65,523.09	126,633.74
8 H. & W. R. R.		3,103.63		1,057.65
9 H. T. & W. R. R.		3,557.62	727.56	3,145.47
10 M. C. R. R.	27,986.36	630,380.09	237,443.91	519,854.02
11 M. D. & G. R. R. Co.				
12 M. & W. R. R. R.	292.50	5,828.64	2,239.14	5,606.37
13 M. & A. Ry. Co.	2,807.27	44,798.92	6,638.21	28,915.60
14 Rutland R. R.	10,168.10	117,677.59	39,262.53	111,615.53
15 St. J. & L. C. R. R.	1,421.84		381.47	865.25
16 Vt. Valley R. R.	892.22	23,398.29	1,912.66	29,228.52
17 W. R. R. R. Co.		1,776.14	40.63	108.24
18 W. Ry. Co.		1,417.56	354.83	11.89
	\$248,396.61	\$3,345,829.86	\$1,361,603.45	\$2,130,125.55

* Includes \$7,298.14 "Repairs and Renewals of Marine Equipment."
Includes \$2,793.16 "Repairs and Renewals of Marine Equipment."

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TABLE XIII.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Super- intendence	Repairs and Renewals of Locomotives	Repairs and Renewals of Passenger Cars	Repairs and Renewals of Freight Cars
1 A. & St. L. R. R. Co...	\$ 8,519.77	\$ 85,805.31	\$ 14,650.96	\$ 50,588.15
2 Barre R. R.		2,968.75	48.10	2,448.63
3 B. & M. R. R.	129,298.70	1,715,498.43	1,073,631.54	1,090,405.81
4 Bristol R. R. Co.				
5 C. Vt. Ry.	18,690.89	233,912.34	87,061.81	46,054.22
6 C. & P. R. R.		2,500.00		4,000.00
7 D. & H. Co.	25,766.06	196,594.26	64,638.26	126,269.15
8 H. & W. R. R.		1,862.37		1,805.35
9 H. T. & W. R. R.		3,872.76	788.94	4,965.12
10 M. C. R. R.	32,960.10	349,920.12	134,689.36	694,560.98
11 M. D. & G. R. R. Co.				
12 M. & W. R. R. R.		5,645.39	1,758.42	5,457.14
13 M. & A. Ry. Co.	3,464.38	39,807.59	6,103.73	21,768.44
14 Rutland R. R.	10,164.96	168,093.98	52,913.71	142,419.19
15 St. J. & L. C. R. R.	1,437.31		884.63	976.13
16 Vt. Valley R. R.	1,029.03	15,128.69	7,195.63	59,141.34
17 W. R. R. R. Co.		194.75	53.86	130.75
18 W. Ry. Co.		170.08	598.79	1.64
	\$231,372.23	\$2,821,974.82	\$1,444,357.54	\$2,261,626.04

* Includes \$ 4,172.99 "Repairs and Renewals of Marine Equipment."
Includes \$32,336.15 "Repairs and Renewals of Marine Equipment."
Includes \$ 76.31 "Repairs and Renewals of Marine Equipment."

TABLE XII.

JUNE 30, 1906. MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Work Cars	Repairs and Renewals of Shop Machinery and Tools	Stationery and Printing	Other Expenses	Total	
\$ 1,925.19	\$ 277.92	\$10,775.60		\$ 211,157.95*	1
46,276.78	77,582.95	8,347.91	\$170,864.11	4,300.34	2
1,749.69	15,864.45	762.01	16,517.20	4,415,440.58*	3
1,113.24	27,035.76	1,263.07	50,603.54	536,177.19	4
36.50	3,856.63		1,266.00	6,000.00	5
39,873.83	26,230.31	2,592.29	1,887.20	468,240.86	6
402.84	482.73	1,248.27		4,197.18	7
3,524.38	586.86	5,370.96		12,513.28	8
17,155.84	7,870.94	621.79	20,783.70	1,535,441.27*	9
213.56		13.28	288.43		10
	10.47		211.32		11
		7.00	25		12
					13
\$112,217.83	\$159,739.02	\$30,992.18	\$262,421.75	\$7,689,654.00	14

Includes \$58,193.26 "Repairs and Renewals of Marine Equipment."

Includes \$105.77 "Repairs and Renewals of Marine Equipment."

TABLE XIII.

JUNE 30, 1907. MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Work Cars	Repairs and Renewals of Shop Machinery and Tools	Stationery and Printing	Other Expenses	Total	
\$ 1,291.96	\$ 6,251.00	\$ 462.59	\$ 11,000.02	\$ 179,169.76	1
35,978.17	56,835.13	8,820.35	191,273.36	5,465.48	2
2,744.96	24,875.49	374.82	18,977.42	4,305,914.45*	3
1,613.89	26,172.27	1,297.86	56,358.87	432,631.95	4
37.13	2,128.48	2.28	51.28	6,500.00	5
31,301.60	21,969.56	3,553.17	2,634.19	509,240.62	6
151.69	914.12		1,400.16	3,756.13	7
4,561.83	3,687.43	530.52	6,316.31	12,049.69	8
288.36	35,066.25	728.68	17,441.46	1,303,215.23*	9
5.45	16.92	38.71	548.72		10
		6.50	343.56		11
					12
\$77,915.04	\$177,856.65	\$15,615.48	\$307,139.46	\$7,374,542.71	13

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TABLE XIV.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Superin- tendence	Engine and Round House	Fuel for Loco- motives	Water Supply for Loco- motives	Oil, Tallow and Waste for Loco- motives
1 A. & St. L. R. R. Co..	\$ 4,445.02	\$ 120,207.94	\$ 391,997.55	\$ 10,909.37	\$ 8,728.52
2 Barre R. R.		2,809.31	5,766.15	125.00	89.58
3 B. & M. R. R.	339,941.60	2,707,980.53	4,528,276.72	176,969.54	83,355.49
4 Bristol R. R. Co.			2,878.50		
5 C. Vt. Ry. Co.	33,736.88	141,271.78	367,378.93	8,067.43	7,472.82
6 C. & P. R. R.			6,500.00		300.00
7 D. & H. Co.	27,608.50	237,446.55	351,332.93	18,987.30	14,686.03
8 H. & W. R. R.		2,002.81	3,182.36		105.96
9 H. T. & W. R. R.		2,833.15	6,638.46	30.00	98.61
10 M. C. R. R.	58,538.14	423,362.85	742,914.09	27,575.23	12,687.89
11 M. D. & G. R. R. Co..					
12 M. & W. R. R.	3,294.93	11,329.95	21,550.40	288.67	416.30
13 M. & A. Ry. Co.	6,017.87	55,526.95	108,320.54	1,762.48	3,876.32
14 Rutland R. R.	90,071.83	167,144.25	332,651.04	8,264.36	11,523.18
15 St. J. & L. C. R. R. ..	4,375.73	27,510.78	71,343.24	1,016.42	574.16
16 Vt. Valley R. R.	2,059.75	21,377.53	46,135.83	795.29	1,017.78
17 W. R. R. R. Co.	141.20	2,196.97	3,123.56	43.34	132.56
18 W. Ry. Co.		2,157.50	4,288.81	25.00	318.08
	\$341,831.42	\$3,945,095.85	\$6,894,279.11	\$252,659.43	\$145,353.28

TABLE XV.

OPERATING EXPENSES, ENTIRE LINE, FOR YEAR ENDING

NAME OF RAILROAD	Superin- tendence	Engine and Round House	Fuel for Loco- motives	Water Supply for Loco- motives	Oil, Tallow and Waste for Loco- motives
1 A. & St. L. R. R. Co..	\$ 3,191.29	\$ 132,946.20	\$ 302,791.89	\$ 10,153.82	\$ 7,643.23
2 Barre R. R.		3,111.50	6,250.81	189.77	99.08
3 B. & M. R. R.	395,683.29	3,031,318.15	5,269,823.29	184,727.75	92,972.93
4 Bristol R. R. Co.			2,336.25*		
5 C. Vt. Ry. Co.	31,635.13	134,860.39	361,576.72	8,962.25	9,010.14
6 C. & P. R. R.			7,037.00		300.00
7 D. & H. Co.	23,554.00	290,844.63	362,914.87	13,634.13	15,009.86
8 H. & W. R. R.		2,467.49	4,192.37		131.05
9 H. T. & W. R. R.		2,775.14	6,873.36	15.00	
10 M. C. R. R.	65,877.06	504,220.16	906,899.57	34,517.89	13,926.03
11 M. D. & G. R. R. Co..					
12 M. & W. R. R. R.	4,127.71	12,582.82	25,147.86	145.32	395.62
13 M. & A. Ry. Co.	6,450.36	56,834.35	112,410.81	2,205.06	4,324.89
14 Rutland R. R.	30,863.32	197,019.21	379,362.36	9,390.26	11,283.90
15 St. J. & L. C. R. R. ..	4,543.69	29,553.85	63,320.06	832.34	704.02
16 Vt. Valley R. R.	2,957.75	22,945.92	53,614.91	989.68	1,105.25
17 W. R. R. R. Co.	247.85	1,899.83	2,602.94	25.00	58.62
18 W. Ry. Co.		2,077.61	4,905.02	25.00	291.04
	\$569,151.45	\$4,445,457.25	\$7,871,990.89	\$265,673.37	\$157,854.57

* Includes Oil and Waste.

TABLE XIV.

JUNE 30, 1906. CONDUCTING TRANSPORTATION.

Other Supplies for Locomotives	Train Service	Train Supplies and Expenses	Switchman, Flagman and Watchman	Telegraph Expenses	Station Service	Station Supplies	
\$ 2,670.78	\$ 72,226.68	\$ 11,156.82	\$ 36,380.17	\$ 31,550.06	\$ 108,427.62	\$ 8,155.86	1
.....	3,587.53	7.65	.....	.....	2,215.31	96.89	2
28,292.85	2,171,475.60	457,351.19	2,187,142.82	336,101.61	2,808,324.65	340,904.16	3
.....	.....	261.47	.....	.....	.....	.....	4
4,830.47	107,545.21	28,176.92	37,486.98	25,652.76	111,421.24	17,326.93	5
100.00	14,823.85	200.00	.....	.....	1,000.00	.....	6
5,033.09	169,480.75	47,579.21	166,791.23	32,606.43	227,178.67	27,246.12	7
15.80	2,003.01	65.18	.....	.....	313.66	.....	8
75.00	2,175.61	.....	987.55	.....	7,941.90	127.47	9
5,389.10	307,413.31	69,899.28	192,294.87	73,437.16	309,167.90	58,267.06	10
.....	.....	.....	.....	.....	.....	.....	11
.....	5,796.76	821.65	3,886.41	1,088.74	13,879.45	1,360.02	12
1,077.45	37,886.52	16,343.98	15,534.60	12,720.11	36,881.88	5,221.43	13
1,646.62	113,606.12	29,467.38	35,029.96	23,017.03	121,844.33	16,996.54	14
108.32	23,007.77	3,694.01	3,750.87	3,833.52	18,478.86	2,567.53	15
204.64	17,145.99	2,653.58	7,329.87	4,716.63	11,506.92	1,170.56	16
12.80	376.00	57.74	75	37.15	1,414.95	67.77	17
377.81	2,007.40	60.82	478.03	.....	3,116.43	160.00	18
\$50,434.23	\$3,050,217.11	\$666,806.88	\$2,687,154.61	\$544,751.20	\$3,782,613.33	\$479,658.34	

(Continued on Pages 340, 341 and 342.)

TABLE XV.

JUNE 30, 1907. CONDUCTING TRANSPORTATION.

Other Supplies for Locomotives	Train Service	Train Supplies and Expenses	Switchman, Flagman and Watchman	Telegraph Expenses	Station Service	Station Supplies	
\$ 2,906.21	\$ 87,284.67	\$ 9,315.54	\$ 36,725.90	\$ 29,062.38	\$ 111,897.99	\$ 7,142.87	1
.....	3,989.34	4.03	.....	.....	2,397.62	78.61	2
30,661.95	2,431,701.61	515,161.00	2,414,741.53	374,174.69	3,115,995.85	352,549.06	3
.....	.....	164.48	.....	.....	.....	.....	4
4,976.52	116,773.28	27,859.97	39,704.10	36,811.63	100,174.49	18,241.43	5
.....	11,269.42	200.00	.....	.....	1,000.00	.....	6
5,941.78	184,066.36	45,868.11	197,259.93	32,308.70	245,680.72	23,769.80	7
21.25	2,347.03	39.67	.....	.....	343.00	.....	8
89.31	2,453.74	765.35	945.85	.....	9,280.74	151.11	9
7,709.90	367,160.55	81,839.21	218,775.07	83,970.67	338,586.67	66,441.97	10
.....	.....	.....	.....	.....	.....	.....	11
.....	6,723.21	1,101.59	4,608.94	1,218.30	14,118.80	1,064.09	12
1,209.33	43,423.39	16,833.58	17,841.83	12,843.72	38,277.53	5,833.59	13
2,747.19	134,562.91	33,078.11	38,131.46	23,587.09	129,561.77	18,140.81	14
148.21	23,940.54	2,874.90	4,128.90	3,749.50	19,077.04	1,123.15	15
240.25	19,659.30	2,618.34	3,145.60	5,172.90	12,682.94	1,547.26	16
68.35	.....	58.44	4.37	137.09	630.66	36.06	17
172.53	2,804.68	34.02	543.10	.....	2,578.30	529.60	18
\$56,883.78	\$3,438,181.06	\$797,836.39	\$2,981,556.55	\$608,156.67	\$4,142,174.12	\$496,657.41	

(Continued on pages 343, 344 and 345.)

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TABLE XIV.—Continued.

OPERATING EXPENSES, ENTIRE LINES FOR THE YEAR ENDING JUNE 30, 1906, CONDUCTING TRANSPORTATION.

NAME OF RAILROAD	Switching charges Balance	Car per diem and Mileage	Hire of Equipment Balance	Loss and Damage	Injuries to persons	Cleaning Wrecks
1 A. & St. L. R. R. Co.		\$55.12	.....	\$528.06	.....	\$1,308.82
2 Barre R. R.				3.55	\$52.00	.....
3 B. & M. R. R.		871,383.73	.....	268,327.24	710,922.46	48,222.61
4 Bristol R. R. Co.		495.18	.....	.....	.....	.....
5 C. Vt. Ry. Co.		29,568.43	\$23,791.14	18,252.62	47,581.20	4,667.41
6 C. & P. R. R.						
7 D. & H. Co.		29,568.43	.....	19,025.78	73,401.73	3,070.18
8 H. & W. R. R.		149.14	.....	.....	.....	.....
9 H. T. & W. R. R.		87,028.94	.....	38,469.18	112,734.87	7,956.86
10 M. C. R. R.						
11 M. D. & G. R. R. Co.						
12 M. & W. R. R.		1,704.33	1,658.75	165.76	326.87	.....
13 M. & A. Ry. Co.		19,539.69	19,680.26	3,282.30	4,810.76	1,310.61
14 Rutland R. R.	\$13.00	.....	.....	9,876.57	11,691.47	4,256.85
15 St. J. & L. C. R. R.		27,281.59	13,210.39	774.60	1,452.15	87.73
16 Vt. Valley R. R.		9,683.95	.....	3,114.70	.....	33.60
17 W. R. R. Co.		4.17	1,982.97	12.81		
18 W. Ry. Co.		725.68				
	\$13.00	\$1,101,268.43	\$60,323.51	\$362,032.17	\$962,973.51	\$70,914.67

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TABLE XIV.—Continued.

OPERATING EXPENSES, ENTIRE LINES, FOR THE YEAR ENDING JUNE 30, 1907. CONDUCTING TRANSPORTATION.

NAME OF RAILROAD	Operating Marine Equipment	Advertising	Outside Agencies	Commission	Stock Yards and Elevators	
1 A. & St. L. R. R. Co.		\$8,271.10	\$36,951.10	\$6,571.10	\$2,533.70	1
2 Barre R. R.						2
3 B. & M. R. R.		100,278.84	94,975.77	.....	59,166.39	3
4 Bristol R. R. Co.	\$17,168.56	.....	.....	.....	.....	4
5 C. Vt. Ry. Co.		4,623.89	28,056.35	11,795.69	.....	5
6 C. & P. R. R.						6
7 D. & H. Co.		10,251.20	14,587.91	1,379.19	.....	7
8 H. & W. R. R.		403.00	.....	.....	.....	8
9 H. T. & W. R. R.		20,120.44	1,642.30	4,034.63	.....	9
10 M. C. R. R.	64,407.82	.....	.....	.....	.....	10
11 M. D. & G. R. Co.		332.66	.....	.....	.....	11
12 M. & W. R. R. Co.						12
13 M. & A. Ry. Co.		7,594.87	28,319.17	15,789.15	.....	13
14 Rutland R. R.		565.96	217.75	.....	.....	14
15 St. J. & L. C. R. R.		252.47	39.39	.....	.....	15
16 Vt. Valley R. R.		17.00				16
17 W. R. R. Co.		12.00				17
18 W. Ry Co.						18
	\$81,576.38	\$158,723.52	\$204,789.74	\$39,569.76	\$61,700.09	

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TABLE XIV.—(Continued.)

NAME OF RAILROAD		Rent for Tracks, Yards and Ter- minals	Rent for Buildings and Other Property	Stationery and Printing	Other Expenses	TOTAL
1	Atlantic & St. Lawrence R. R. Co.			\$ 3,362.44	\$ 2,380.70	\$ 768,818.53
2	Barre Railroad	\$ 1.00	\$ 4.17	280.89	35.05	15,083.38
3	Boston & Maine Railroad	30,584.49	29,269.32	179,833.33	82,780.45	18,665,029.95
4	Bristol Railroad Co.					5,853.88
5	Central Vermont Railway Co.	192.65	2,750.05	6,087.74	1,989.63	1,020,857.57
6	Clarendon & Pittsford R. R.	1,500.00				24,423.85
7	Delaware & Hudson Co.	22,344.54	80,180.84	14,554.20	18,444.57	1,654,175.61
8	Hardwick & Woodbury R. R.		373.92			8,271.18
9	Hoosac Tunnel & Wilmington R. R.	7,500.00	9,749.99			21,310.75
10	Maine Central Railroad			34,040.71		2,667,162.62
11	Manchester, Dorset & Granville R. R. Co.					
12	Montpelier & Wells River R. R.	4,300.00		1,037.87	156.68	73,743.20
13	Montreal & Atlantic Railway Co.		1,098.80	5,754.74	206.04	355,876.93
14	Rutland Railroad	11,245.01	2,691.85	11,761.67	921.57	935,401.04
15	St. Johnsbury & Lake Champlain R. R.	2,441.58		2,033.80	158.03	208,474.29
16	Vermont Valley Railroad	2,999.92	2.50	539.60	14.00	133,731.47
17	White River Railroad Co.		27.50	187.87	66.26	9,902.37
18	Woodstock Railway Co.	500.00		163.00		14,434.53
		\$83,009.19	\$120,148.44	\$259,646.86	\$106,253.58	\$26,642,551.15

TABLE XV.—Continued.

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OPERATING EXPENSES, ENTIRE LINES FOR THE YEAR ENDING JUNE 30, 1907. CONDUCTING TRANSPORTATION.

NAME OF RAILROAD	Switching Charges Balance	Car derelict and mileage	Hire of Equipment Balance	Loss and Damage	Injuries to Persons
1 Atlantic & St. Lawrence R. R. Co.		\$ 22,370.19	\$ 1,265.72	\$ 8,683.22	\$ 5,034.48
2 Barre Railroad				9.64	.....
3 Boston & Maine Railroad		976,769.25	.....	243,463.41	637,157.69
4 Bristol Railroad Co.		543.36	.....	.....	.....
5 Central Vermont Railway Co.		88,976.39	44,527.00	17,802.23	37,490.30
6 Clarendon & Pittsford R. R.		2,003.90	.....	936.00	.....
7 Delaware & Hudson Co.		10,912.06	.....	26,883.42	87,777.54
8 Hardwick & Woodbury R. R.		205.67	.....	104.00	.....
9 Hoosac Tunnel & Wilmington R. R.		634.63	.....	238.52	.....
10 Hoosac Tunnel & Wilmington R. R.		65,733.96	.....	33,384.16	46,054.21
11 Maine Central R. R.					
12 Manchester, Dorset & Granville R. R. Co.		4,310.58	1,873.50	322.34	52.00
13 Montpelier & Wells River R. R.		18,857.10	22,519.60	1,944.50	1,725.64
14 Montreal & Atlantic Railway Co.				11,288.66	46,634.54
15 Rutland Railroad		30,437.35	13,013.49	789.66	15,238.32
16 St. Johnsbury & Lake Champlain R. R.		9,958.89	.....	423.87	.....
17 Vermont Valley R. R.			1,943.95	21.93	.....
18 White River Railroad Co.		1,166.36	.....	18.94	.....
19 Woodstock Railway Co.				8346.314.26	877,164.72
		\$1,241,878.99	\$84,645.26		

Pages 43-45.

TABLE XV.—Continued.

OPERATING EXPENSES, ENTIRE LINES FOR THE YEAR ENDING JUNE 30, 1907. CONDUCTING TRANSPORTATION.

	NAME OF RAILROAD	Clearing Wrecks	Operating Marine Equipment	Advertising	Outside Agencies	Commis- sions	Stocks Yards and Elevators	
1	Atlantic & St. Lawrence R. R. Co.	\$ 1,140.28	\$ 102.50	\$ 7,139.20	\$ 19,022.32	\$ 4,349.12	\$ 1,031.89	1
2	Barre Railroad	16.00	..	36.25	..	..	..	2
3	Boston & Maine Railroad	57,639.46	17,749.29	184,034.24	85,901.73	..	57,270.27	3
4	Bristol Railroad Co.	..	..	..	..	..	..	4
5	Central Vermont Railway Co.	8,701.70	..	4,980.92	27,323.80	6,182.82	..	5
6	Clarendon & Pittsford R. R.	..	..	..	..	..	..	6
7	Delaware & Hudson Co.	4,786.31	..	9,724.17	15,039.49	1,332.93	..	7
8	Hardwick & Woodbury R. R.	..	..	..	..	..	..	8
9	Hoosac Tunnel & Wilmington R. R.	..	..	1,004.48	..	..	..	9
10	Maine Central R. R.	18,100.54	73,040.16	23,436.09	1,437.15	2,878.31	..	10
11	Manchester, Dorset & Granville R. R. Co.	..	..	..	..	..	..	11
12	Montpelier & Wells River R. R.	..	..	360.59	..	..	..	12
13	Montreal & Atlantic Railway Co.	682.06	..	..	..	..	..	13
14	Rutland Railroad	5,675.02	..	8,361.14	36,175.27	..	..	14
15	St. Johnsbury & Lake Champlain R. R. Co.	422.34	..	390.84	202.22	..	..	15
16	Vermont Valley R. R.	9.20	..	265.43	44.58	..	..	16
17	White River Railroad Co.	..	..	..	..	..	..	17
18	Woodbury Railway Co.	..	..	12.00	..	..	..	18
		\$97,172.92	\$90,891.95	\$239,774.25	\$185,146.56	\$14,743.18	\$58,302.16	

TABLE XV.—(Continued).

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1907. CONDUCTING TRANSPORTATION.

	NAME OF RAILROAD	Rent for Tracks, Yards, and Ter- minals	Rent for Buildings and Other Property	Stationery and Printing	Other Expenses	Total
1	Atlantic & St. Lawrence R. R. Co.	.....	.....	\$ 4,067.57	\$ 908.34	\$ 813,585.39
2	Barre Railroad	.....	.....	327.30	87.59	16,584.54
3	Boston & Maine Railroad	.....	.....	210,524.79	84,823.47	20,830,959.32
4	Bristol Railroad Co.	.....	.....	.....	.....	4,272.94
5	Central Vermont Railway Co.	.....	.....	6,844.13	389.10	1,067,138.63
6	Clarendon & Pittsford R. R.	.....	.....	.....	.....	24,275.42
7	Delaware & Hudson Co.	.....	.....	12,977.25	20,475.57	1,755,721.10
8	Hardwick & Woodbury R. R.	.....	.....	.....	.....	10,226.33
9	Hoosac Tunnel & Wilmington R. R.	.....	.....	365.85	.....	24,314.82
10	Maine Central Railroad	.....	.....	45,442.33	.....	3,017,175.79
11	Manchester, Dorset & Granville R. R. Co.	.....	.....	.....	.....	.....
12	Montpelier & Wells River R. R.	.....	.....	1,364.89	154.05	83,532.21
13	Montpelier & Atlantic Railway Co.	.....	.....	5,745.68	284.65	371,187.71
14	Rutland Railroad	.....	.....	16,407.14	3,331.95	1,162,620.38
15	St. Johnsbury & Lake Champlain R. R.	.....	.....	2,493.80	7.16	219,414.59
16	Vermont Valley Railroad	.....	.....	800.29	3.46	146,195.74
17	White River Railroad Co.	.....	.....	125.53	19.37	7,920.99
18	Woodstock Railway Co.			165.50		15,823.70
		\$103,731.58	\$138,115.22	\$307,652.05	\$110,484.77	\$29,570,949.00

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TABLE XVI.

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1906. GENERAL EXPENSES.

NAME OF RAILROAD	Salaries of General Officers	Salaries of Clerks and Attendants	General Office Expenses and Supplies	Insurance	Law Expenses	Stationery and Printing General Offices	Other Expenses	TOTAL
1 A. & St. L. R. R. Co.....	\$ 6,126.44	\$ 5,982.10	\$ 1,820.98	\$ 4,486.55	\$ 4,011.34	\$ 994.63	\$ 2,566.92	\$ 25,988.96
2 Barre Railroad	1,800.00	1,977.00	114.28	358.56	.....	.....	.....	4,249.84
3 B. & M. R. R.	123,775.00	241,982.97	27,057.80	262,690.00	171,313.75	20,360.73	42,415.84	889,596.09
4 Bristol R. R.	7,127.97	.....	.....	665.79	.....	.....	241.96	8,035.72
5 C. V. Ry. Co.	7,561.53	30,417.76	4,875.93	11,856.73	11,372.58	3,403.38	1,693.52	71,181.43
6 C. & P. R. R. ....	.....	.....	36.87	.....	.....	.....	.....	36.87
7 D. & H. Co.	15,765.84	26,320.20	13,176.93	11,750.00	15,275.52	1,600.44	17,137.55	101,026.48
8 H. & W. R. R.	297.00	.....	15.00	192.29	.....	22.20	.....	526.49
9 H. T. & W. R. R. Co.	2,141.00	406.00	576.42	1,212.17	.....	272.18	554.71	5,162.48
10 M. C. R. R. Co.	53,400.24	59,981.40	27,843.61	66,800.20	23,247.32	7,753.83	7,987.59	247,074.19
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R.	9,600.00	2,111.35	322.53	619.25	544.04	888.96	300.32	14,386.45
13 M. & A. Ry. Co. ....	.....	13,822.77	.....	2,220.00	1,949.08	.....	450.00	18,441.85
14 Rutland R. R.	23,738.67	30,429.60	6,250.30	4,877.77	13,973.07	4,326.29	3,126.43	86,720.13
15 St. J. & L. C. R. R. Co.	3,550.00	3,780.00	117.66	3,794.13	795.16	189.62	218.31	12,444.88
16 Vt. Valley R. R.	550.00	1,320.00	40.80	994.09	171.09	29.75	244.99	3,350.72
17 W. R. R. Co.	810.00	.....	131.19	.....	500.00	.....	.....	1,531.19
18 W. Ry. Co.	2,155.00	.....	.....	278.10	47.47	.....	.....	2,480.57
	\$255,396.60	\$418,531.15	\$82,380.30	\$372,855.63	\$243,290.42	\$39,842.01	\$76,938.14	\$1,492,234.34

* Includes "Salaries of Clerks and Attendants."

PAGE 45. **TABLE XVII.**
OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1907. GENERAL EXPENSES.

NAME OF RAILROAD	Salaries of General Officers	Salaries of Clerks and Attendants	General Office Expenses and Supplies	Insurance	Law Expenses	Stationery and Printing General Offices	Other Expenses	TOTAL
1 A. & St. L. R. R. Co.....	\$ 8,882.54	\$ 8,044.16	\$ 2,660.98	\$ 5,450.78	\$ 3,932.96	\$ 1,637.11	\$ 4,683.86	\$ 36,192.30
2 Barre Railroad	1,800.00	2,620.00	87.12	493.13	31.27	.....	.....	5,031.52
3 B. & M. R. R.	124,316.62	262,517.97	24,177.54	251,333.66	202,538.60	27,655.06	33,756.77	926,290.82
4 Bristol R. R.	7,072.88	.....	.....	.....	.....	.....	8.25	7,079.13
5 C. V. Ry. Co.	7,475.81	31,363.77	4,853.19	11,568.64	10,675.52	3,246.47	1,492.81	70,706.21
6 C. & P. R. R. ....	.....	.....	.....	.....	.....	20.00	20.55	48.55
7 D. & H. Co.	10,920.65	23,909.51	12,290.66	11,894.40	8,874.15	3,121.47	11,193.50	82,204.34
8 H. & W. R. R.	574.50	.....	10.12	.....	.....	79.95	.....	664.37
9 H. T. & W. R. R. Co.	2,310.00	738.80	174.42	1,271.15	.....	21.10	687.24	5,202.71
10 M. C. R. R. Co.	53,400.24	67,991.43	23,939.42	69,417.64	41,556.92	9,387.76	1,895.45	267,588.86
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	9,600.00	2,352.47	426.49	725.73	513.50	888.86	107.85	14,614.90
13 M. & A. Ry. Co. ....	.....	15,287.31	.....	2,087.04	3,062.97	.....	490.80	21,828.12
14 Rutland R. R.	23,700.00	32,697.93	8,221.12	4,232.11	14,527.14	2,764.41	1,631.86	87,774.57
15 St. J. & L. C. R. R. Co.	3,550.00	3,780.00	158.69	3,505.06	2,798.68	230.08	157.98	14,186.49
16 Vt Valley R. R.	1,450.00	1,320.00	66.37	946.85	772.33	1.00	128.33	4,684.88
17 W. R. R. R. Co.	888.00	.....	208.67	.....	2,352.13	.....	.....	3,448.80
18 W. Ry. Co.	2,120.00	.....	.....	285.30	.....	30.37	.....	2,435.67
	\$258,061.24	\$453,553.35	\$77,274.79	\$363,211.49	\$202,536.17	\$49,084.24	\$56,253.25	\$1,549,982.53

* Includes "Salaries of Clerks and Attendants."

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TABLE XVIII.

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1906. RECAPITULATION OF EXPENSES.

NAME of RAILROAD	Maintenance of Way and Structures	Maintenance of Equip-ment	Conducting Transportation	General Expenses	Grand Total	Percentage of Expenses to Earnings
1 A. & St. L. R. R. Co.....	\$ 241,216.41	\$ 211,157.95	\$ 768,818.53	\$ 25,988.96	\$ 1,247,181.85	84.48
2 Barre Railroad	15,227.50	4,200.34	15,083.38	4,240.84	38,761.06	37.54
3 B. & M. R. R.	5,983,301.95	4,415,440.58	18,665,029.95	889,596.09	29,353,368.57	74.85
4 Bristol R. R.	2,018.73	.....	3,835.15	8,035.72	13,889.60	80.00
5 C. V. Ry. Co.	267,575.92	536,177.19	1,020,857.57	71,181.43	1,895,792.11	.....
6 C. & P. R. R.	14,100.00	6,000.00	24,423.85	36.87	44,560.72	.....
7 D. & H. Co.	500,536.10	468,240.36	1,654,175.61	101,026.48	2,723,978.55	78.03
8 H. & W. R. R.	8,619.50	4,197.18	8,271.18	526.49	21,614.41	78.82
9 H. T. & W. R. Co.	9,364.71	12,513.28	21,310.75	5,162.48	18,351.22	62.84
10 M. C. Ry. Co.	1,583,408.02	1,535,441.27	2,667,162.62	247,074.19	6,033,086.10	77.39
11 M. D. & G. R. Co. ....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R.	54,594.10	16,090.49	72,743.20	14,386.45	158,814.30	77.43
13 M. & A. Ry. Co.	178,622.37	92,642.20	355,876.93	18,441.85	645,583.35	84.98
14 Rutland R. R.	421,482.76	325,141.81	995,401.04	86,720.13	1,828,743.74	67.36
15 St. J. & L. C. R. R. Co.	98,570.46	3,183.83	208,474.29	12,444.88	322,673.40	86.24
16 Vt. Valley R. R.	68,375.04	55,500.51	133,731.47	3,350.72	240,957.74	71.92
17 W. R. R. Co.	5,139.77	1,935.73	9,962.37	1,531.16	18,509.06	.....
18 W. Ry. Co.	11,978.61	1,791.28	14,434.53	2,480.57	30,684.99	66.00
	\$8,864,132.01	\$7,689,654.00	\$26,640,532.42	\$1,492,234.34	\$44,686,552.77	

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TABLE XIX.

OPERATING EXPENSES, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1907. RECAPITULATION OF EXPENSES.

NAME OF RAILROAD	Maintenance of Way and Structures	Maintenance of Equip-ment	Conducting Transportation	General Expenses	Grand Total	Percentage of Expenses to Earnings
1 A. & St. L. R. R. Co.	\$ 214,734.25	\$ 179,169.76	\$ 813,585.39	\$ 36,192.39	\$ 1,243,681.79	80.55
2 Barre Railroad	12,197.77	5,465.48	16,584.54	5,031.52	39,279.31	33.75
3 B. & M. R. R.	4,905,226.84	4,305,914.48	20,830,959.32	926,296.82	30,968,397.46	75.30
4 Bristol R. R.	1,228.85	.....	3,044.09	7,079.13	11,352.07	.....
5 C. V. Ry. Co.	307,530.34	432,691.95	1,067,138.63	70,706.21	1,878,067.13	79.35
6 C. & P. R. R.	11,937.00	6,500.00	24,275.42	48.55	42,760.97	.....
7 D. & H. Co.	462,587.68	509,240.62	1,755,721.10	82,204.34	2,809,753.74	75.66
8 H. & W. R. R.	12,679.80	3,756.13	10,226.33	664.57	27,326.83	79.88
9 H. T. & W. R. R. Co.	10,076.75	12,049.69	24,314.82	5,202.71	51,643.97	53.00
10 M. C. R. R. Co.	1,076,193.09	1,303,215.23	3,017,175.79	207,588.86	5,604,172.97	67.85
11 M. D. & G. H. R. Co.	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	61,187.23	15,326.92	83,532.21	14,614.90	174,661.26	81.76
13 M. & A. Ry. Co.	169,529.43	81,678.40	371,187.71	21,828.12	644,223.66	81.77
14 Rutland R. R.	450,458.88	431,406.27	1,162,620.38	87,774.57	2,132,260.08	71.33
15 St. J. & L. C. R. R. Co.	87,601.00	3,929.43	219,414.59	14,180.49	325,125.51	88.68
16 Vt. Valley R. R.	51,270.30	83,119.61	146,195.74	4,684.88	285,270.53	73.72
17 W. R. R. R. Co.	5,940.48	401.73	7,920.99	3,448.80	17,712.00	110.34
18 W. Ry. Co.	9,238.22	777.61	15,823.70	2,435.67	28,274.60	55.00
	\$7,849,617.89	\$7,374,642.71	\$29,569,420.75	\$1,549,982.53	\$46,343,963.88	

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TABLE XX.

RAILWAY STOCKS AND BONDS AND OTHER STOCKS AND BONDS OWNED BY RAILWAY COMPANIES
JUNE 30, 1906

NAME OF RAILROAD	STOCKS OWNED				BONDS OWNED			
	Railway Stock Par Value	Dividends Received	Other Stock Par Value	Dividends Received	Railway Bonds	Interest Received	Other Bonds	Interest Received
1 A. & St. L. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
2 Harro Railroad	.....	.....	.....	.....	.....	.....	.....	.....
3 B. & M. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
4 Bristol R. R. Co.	\$ 9,676,250.00	\$246,249.60	\$ 60,100.00	.....	\$ 955,000.00	\$ 8,905.00	\$ 5,450.00	\$ 618.00
5 C. V. Ry. Co.	100.00	.....	.....	.....	.....	.....	.....	.....
6 C. & P. R. R.	.....	.....	.....	.....	340,000.00	13,840.00	.....	.....
7 D. & H. Co.	.....	.....	.....	.....	.....	.....	.....	.....
8 H. & W. R. R.	.....	.....	95,450.00	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
10 M. C. R. R. Co.	.....	.....	135,000.00	\$ 170.00	753,500.00	25,528.26	.....	.....
11 M. D. & G. R. R. Co.	3,136,120.00	12,397.40	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
13 M. & A. Ry. Co.	.....	.....	.....	12,000.00	.....	.....	.....	.....
14 Rutland R. R.	.....	.....	.....	.....	.....	.....	.....	.....
15 St. J. & L. C. R. R. Co	700,000.00	16,431.60	1,449,500.00	.....	625,700.00	25,045.00	97,000.00	4,115.00
16 Vt. Valley R. R.	242,250.00	.....	.....	.....	.....	.....	.....	.....
17 W. R. Ry. Co.	500,000.00	40,000.00	.....	.....	.....	.....	.....	.....
18 W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
	\$14,254,720.00	\$315,078.00	\$1,746,050.00	\$12,170.00	\$2,701,200.00	\$73,318.26	\$102,450.00	\$4,733.00

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TABLE XXI.

RAILWAY STOCKS AND BONDS AND OTHER STOCKS AND BONDS OWNED BY RAILWAY COMPANIES
JUNE 30, 1907.

NAME OF RAILROAD	STOCKS OWNED				BONDS OWNED			
	Railway Stock Par Value	Dividends Received	Other Stock Par Value	Dividends Received	Railway Bonds	Interest Received	Other Bonds	Interest Received
1 A. & St. L. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
2 Barre Railroad	\$ 9,467,350.00	\$294,299.60	\$ 41,100.00	.....	\$ 540,000.00	\$ 5,400.00	\$ 5,450.00	\$ 618.00
3 B. & M. R. R. Co.	200.00	.....	.....	.....	.....	.....	.....	.....
4 Bristol R. R. Co. ....	.....	.....	.....	.....	340,000.00	13,840.00	.....	.....
5 C. V. Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
6 C. & P. R. R. ....	.....	.....	95,450.00	.....	.....	.....	.....	.....
7 D. & H. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
8 H. & W. R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
10 M. C. R. R. Co.	3,963,120.00	12,397.40	110,000.00	.....	468,500.00	32,746.05	.....	.....
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
13 M. & A. Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
14 Rutland R. R.	700,000.00	16,431.00	1,449,500.00	.....	12,000.00	.....	.....	.....
15 St. J. & L. C. R. R. Co	242,250.00	.....	.....	.....	625,700.00	25,045.00	97,000.00	4,115.00
16 Vt. Valley R. R.	500,000.00	40,000.00	.....	.....	.....	.....	.....	.....
17 W. R. Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
18 W. R. R. Co.								
	\$14,813,920.00	\$363,128.00	\$1,696,050.00		\$1,933,200.00	\$77,031.05	\$102,450.00	\$4,733.00

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TABLE XXII.

RENTALS RECEIVED—MISCELLANEOUS INCOME.
For Year Ending June 30, 1906.

NAME OF RAILROAD	Tracks	Yards	Terminals	Totals	Gross Income	Expenses	Net Miscellaneous Income
1 A. & St. L. R. R. Co.	.....	.....	.....	.....	.....	.....	.....
2 Barre R. R.	.....	.....	.....	.....	.....	.....	.....
3 B. & M. R. R.	.....	.....	.....	.....	.....	.....	.....
4 Bristol R. R. Co.	\$22,903.31	.....	\$4,000.00	\$4,000.00	.....	.....	\$2,580.70
5 C. V. Ry. Co.	.....	.....	25,911.56*	48,814.87	\$441,458.72	\$75,146.07	366,312.65
6 C. & P. R. R.	.....	.....	.....	.....	1,409,005.71	1,404,131.02	4,874.09
7 D. & H. Co.	9,527.99	.....	.....	.....	.....	.....	.....
8 H. & W. R. R.	.....	.....	.....	.....	.....	.....	.....
9 H. T. & W. R. R.	.....	.....	.....	.....	.....	.....	.....
10 M. C. R. R. Co.	.....	.....	.....	.....	.....	.....	.....
11 M. D. & G. R. R. Co.	27,800.00	.....	.....	27,800.00	60,237.58	.....	438.19
12 M. & W. R. R.	.....	.....	.....	.....	.....	.....	60,237.58
13 M. & A. Ry. Co.	.....	.....	.....	.....	.....	.....	.....
14 Rutland R. R.	.....	.....	.....	.....	.....	.....	8,714.17
15 St. J. & L. C. R. R. Co.	1,447.64	.....	1,383.79	2,861.43	2,240.45	415.97	2,127.00
16 Vt. Valley R. R.	600.00	.....	373.00	973.00	10,433.65	685.06	1,824.48
17 W. R. R. Co.	.....	.....	.....	.....	.....	.....	9,748.59
18 W. Ry. Co.	.....	.....	.....	.....	.....	.....	.....
	\$62,308.94		\$31,668.35	\$84,449.30	\$1,923,376.11	\$1,480,378.72	\$375.00
							\$457,232.55

* Includes "Yards."

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TABLE XXIII.

RENTALS RECEIVED—MISCELLANEOUS INCOME.

For Year Ending June 30, 1907.

	NAME OF RAILROAD	Tracks	Yards	Terminals	Totals	Gross Income	Expenses	Net Mis- cellaneous Income
1	Atlantic & St. Lawrence R. R. Co.	.....	.....	.....	.....	.....	.....	.....
2	Barre Railroad	.....	.....	\$ 4,000.00	.....	.....	.....	\$ 4,813.75
3	Boston & Maine Railroad	.....	.....	26,399.54*	\$ 64,437.58	\$ 442,712.79	\$ 38,671.41	404,041.38
4	Bristol Railroad Co.	.....	.....	.....	.....	.....	.....	.....
5	Central Vermont Railway Co.	.....	.....	.....	.....	1,381,894.13	1,416,897.77	35,003.64
6	Clarendon & Pittsford R. R.	.....	.....	.....	.....	.....	.....	.....
7	Delaware & Hudson Company	9,510.55	.....	.....	9,510.55	.....	.....	.....
8	Hardwick & Woodbury R. R.	.....	.....	.....	.....	.....	.....	.....
9	Hooaac Tunnel & Wilmington R. R. Co.	.....	.....	.....	.....	.....	.....	.....
10	Maine Central Railroad Co.	27,133.33	.....	.....	27,133.33	51,986.92	.....	51,986.92
11	M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	.....
12	Montpelier & WeWils River R. R.	.....	.....	.....	.....	.....	.....	.....
13	Montreal & Atlantic Railway Co.	.....	.....	.....	.....	.....	.....	.....
14	Rutland Railroad	16,806.17	.....	.....	.....	.....	.....	.....
15	St. J. & L. C. R. R. Co.	1,027.76	.....	.....	2,411.55	1,813.69	447.24	1,366.45
16	Vermont Valley Railroad	600.00	.....	.....	973.00	11,029.27	404.06	10,625.21
17	White River Railroad Co.	.....	.....	.....	.....	.....	.....	.....
18	Woodstock Railway Co.	.....	.....	.....	.....	.....	.....	.....
		\$93,115.85		\$48,962.50	\$104,466.01	\$1,889,436.80	\$1,456,420.48	\$520,442.74

* Includes "Yards."

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TABLE XXIV.

RENTALS PAID JUNE 30, 1906.

(a) Rents Paid for Lease of Road.

(b) Rents Paid For Lease of Tracks, Yards and Terminals

NAME OF RAILROAD	Interest on Bonds	Dividends on Stock Guaranteed	Cash	Total	Tracks	Yards	Terminals	Total
1 A. & St. L. R. R. Co.	.....	.....	\$ 18,001.00	\$ 18,001.00	\$ 1.00	.....	.....	.....
2 Barre Railroad	.....	.....	.....	.....	.....	.....	.....	.....
3 B. & M. R. R.	\$ 10,960.00	\$1,676,241.00	\$3,387,353.26	5,074,554.26	12,890.58	.....	\$17,993.91	\$ 1.00
4 Bristol R. R.	.....	.....	.....	.....	.....	.....	.....	30,584.49
5 C. V. Ry. Co.	.....	.....	28,916.21	28,916.21	.....	.....	.....	.....
6 C. & P. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
7 D. & H. Co.	140,000.00	800,000.00	113,242.00	1,053,242.00	1,500.00	.....	.....	.....
8 H. & W. R. R.	.....	.....	.....	.....	4,642.85	\$6,531.69	11,150.00	22,344.54
9 H. T. & W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
10 M. C. R. R. Co.	225,135.00	146,950.76	179,100.00	551,185.76	.....	.....	7,500.00	7,500.00
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R.	.....	.....	4,800.00	4,800.00	.....	.....	4,360.00	4,360.00
13 M. & A. Ry. Co.	.....	.....	33,120.00	33,120.00	.....	.....	.....	.....
14 Rutland R. R.	.....	.....	19,000.00	19,000.00	11,243.01	.....	.....	11,243.01
15 St. J. & L. C. R. R. Co.	.....	.....	.....	.....	.....	.....	2,441.58*	2,441.58
16 Vt. Valley R. R.	.....	.....	.....	.....	.....	.....	2,999.92	2,999.92
17 W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
18 W. Ry. Co.	.....	.....	.....	.....	.....	.....	500.00	500.00
	\$376,095.00	\$2,623,191.76	\$3,783,532.47	\$6,782,819.23	\$30,279.44	\$6,551.69	\$46,845.41	\$81,976.54

* Includes "Tracks and Yards."

RENTALS PAID JUNE 30, 1907.

(a) Rents Paid For Lease of Roads.

(b) Rents Paid For Lease of Tracks, Yards and Terminals

NAME OF RAILROAD	Interest on Bonds	Dividends on Stock Guaranteed	Cash	Total	Tracks	Yards	Terminals	Totals
1 A. & St. L. R. R. Co.	.....	.....	\$ 18,001.00	\$ 18,001.00	\$ 1.00	.....	.....	\$ 1.00
2 Barre Railroad	\$ 10,060.00	\$1,700,798.00	.....	.....	12,930.16	.....	\$22,424.92	\$ 35,355.08
3 B. & M. R. R.	.....	.....	\$3,401,132.29	5,112,890.29	.....	.....	.....	.....
4 Bristol R. R.	.....	.....	.....	.....	.....	.....	.....	.....
5 C. V. Ry. Co.	.....	.....	28,916.20	28,916.20	.....	.....	.....	.....
6 C. & P. R. R.	.....	.....	.....	.....	1,500.00	.....	.....	.....
7 D. & H. Co.	140,000.00	800,000.00	116,583.22	1,056,583.22	4,114.71	\$6,551.70	13,850.02	24,516.43
8 H. & W. R. R.	.....	.....	.....	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.	.....	.....	233,766.66	605,852.42	.....	.....	7,500.00	7,500.00
10 M. C. R. R.	225,135.00	146,950.76	.....	.....	.....	.....	.....	.....
11 M. D. & C. R. R. Co.	.....	.....	.....	.....	.....	.....	4,360.00	4,360.00
12 M. & W. R. R. R.	.....	.....	4,800.00	4,800.00	.....	.....	.....	.....
13 M. & A. Ry. Co.	.....	.....	33,120.00	33,120.00	.....	.....	.....	.....
14 Rutland R. R.	4,000.00	500,000.00	19,000.00	.....	17,221.09	.....	7,330.00	24,551.09
15 St. J. & L. C. R. R. Co.	.....	.....	.....	.....	.....	.....	2,439.96*	2,439.96
16 Vt. Valley R. R.	.....	.....	.....	.....	.....	.....	2,999.92	2,999.92
17 W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....
18 W. Ry. Co.	.....	.....	.....	.....	.....	.....	500.00	500.00
	\$380,005.00	\$3,147,748.76	\$3,855,319.37	\$0,860,163.13	\$35,766.96	\$6,551.70	\$61,404.82	\$102,223.48

* Includes "Tracks and Yards."

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TABLE XXVI.--Continued.

GENERAL BALANCE SHEET, JUNE 30, 1906. ASSETS.

NAME OF RAILROAD	Cash and Current Assets	Equipment Trusts	Materials and Supplies	Sinking Fund and Other Assets	Profit and Loss	Grand Total
1 A. & St. L. R. R. Co.	86,856.27	.....	.....	.....	.....	\$ 8,922,000.00
2 Barre Railroad	9,495,450.99	.....	4,355.90	.....	.....	582,192.25
3 B. & M. R. R.	5,569.34	.....	4,202,756.83	\$ 996,689.43	.....	70,003,632.19
4 Bristol R. R.	.....	.....	.....	.....	\$ 4,208.24	209,877.58
5 C. V. Ry. Co.	573,676.26	\$543,000.00	170,396.82	.....	.....	16,517,182.75
6 C. & P. R. R.	7,669.25	.....	.....	.....	.....	309,306.65
7 D. & H. Co.	.....	.....	.....	.....	.....	.....
8 H. & W. R. R.	3,375.54	.....	365.00	.....	.....	80,718.49
9 H. T. & W. R. R. Co.	15,540.39	.....	10,549.19	.....	.....	539,872.87
10 M. C. R. R.	1,833,456.35	.....	1,001,711.42	389,006.24	.....	21,562,752.05*
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	177,542.49	.....	34,556.54†	.....	.....	1,038,568.06
13 M. & A. Ry. Co.	.....	.....	.....	.....	202,548.84	4,287,294.06
14 Rutland R. R.	1,133,774.20	.....	229,617.19	.....	.....	23,021,012.51
15 St. J. & L. C. R. R. Co.	67,285.62	.....	51,012.21	.....	1,648,806.56	6,771,304.05‡
16 Vt. Valley R. R.	88,181.15	.....	.....	.....	.....	1,991,571.36
17 W. R. R. Co.	11,449.14	.....	1,806.00	.....	.....	600,000.00
18 W. Ry. Co.	.....	.....	.....	.....	.....	310,925.14*
	\$13,499,827.08	\$543,000.00	\$5,797,187.08	\$1,385,695.67	\$1,855,563.61	\$166,348,210.01

* Includes \$50,516.76 "Insurance paid not accrued."

† Includes \$15,000 "Reserve Fund."

‡ Includes \$263.53 "Sundries."

§ Includes \$29,623.96 "Dock Property."

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TABLE XXVI.

GENERAL BALANCE SHEET, JUNE 30, 1906.—ASSETS.

NAME OF RAILROAD	Cost of Road	Cost of Equipment	Stocks Owned	Bonds Owned	Other Permanent Investments	Lands Owned	
1 A. & St. L. R. R. Co.....	\$ 8,922,000.00	\$ 178,301.84	.....	.....	.....	\$ 19,754.27	1
2 Barre Railroad	292,923.97	8,002,430.81	\$ 9,564,476.26	\$ 970,018.50	\$121,521.67	1,301,708.10	2
3 B. & M. R. R.	43,837,275.30	.....	100.00	.....	.....	.....	3
4 Bristol R. R.	200,000.00	.....	.....	1,342,779.68	.....	4,647.00	4
5 C. V. Ry. Co.	13,882,082.93	.....	.....	.....	.....	.....	5
6 C. & P. R. R.	200,975.82	100,662.08	.....	.....	.....	.....	6
7 D. & H. Co. ....	.....	.....	.....	.....	.....	.....	7
8 H. & W. R. R.	55,375.52	21,602.43	.....	.....	.....	.....	8
9 H. T. & W. R. R. Co.	433,220.95	80,562.34	.....	.....	.....	.....	9
10 M. C. R. R.	14,562,748.85	2,617,087.93	334,930.00	772,683.50	.....	.....	10
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....	.....	.....	11
12 M. & W. R. R.	800,000.00	26,205.50	.....	.....	.....	.....	12
13 M. & A. Ry. Co.	4,072,745.22	.....	.....	12,000.00	.....	.....	13
14 Rutland R. R.	18,201,585.52	2,072,974.51	909,301.00	473,700.00	.....	.....	14
15 St. J. & L. C. R. Co.	4,350,725.46	.....	242,250.00	.....	.....	111,224.20	15
16 Vt. Valley R. R.	1,006,431.14	96,959.07	800,000.00	.....	.....	.....	16
17 W. R. R. Co.	500,000.00	100,000.00	.....	.....	.....	.....	17
18 W. Ry. Co.	250,000.00	32,610.00					18
	\$111,808,690.18	\$13,929,996.51	\$11,851,126.26	\$3,571,783.68	\$121,521.67	\$1,497,333.03	

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TABLE XXVII.

GENERAL BALANCE SHEET, JUNE 30, 1906—CONTINUED, LIABILITIES.

NAME OF RAILROAD	Capital Stock	Funded Debt.	Current Liability	Real Estate Mortgage and Other Liabilities	Accrued Interest on Funded Debt, not	Profit and Loss	Grand Total
1 A. & St. L. R. R. Co.	\$ 5,484,000.00	\$ 3,438,000.00	\$	.....	.....	.....	\$ 8,922,000.00
2 Barre Railroad	400,000.00	.....	15.00	.....	.....	\$ 182,177.25	582,192.25
3 B. & M. R. R.	30,625,089.60	30,710,743.91	8,558,430.21	\$594,800.00	\$288,069.86	2,591,590.56	79,493,632.19*
4 Bristol R. R. Co.	100,000.00	100,000.00	3,158.63	.....	2,000.00	4,208.24	209,366.87
5 C. V. Ry. Co.	3,000,000.00	12,543,000.00	878,515.91	.....	75,369.59	20,297.25	16,517,182.75
6 C. & P. R. R.	200,000.00	.....	34,366.96	.....	.....	74,939.69	309,396.65
7 D. & H. Co. ....	.....	.....	.....	.....	.....	.....	.....
8 H. & W. R. R.	73,375.00	.....	709.65	.....	.....	6,333.84	80,718.49
9 H. T. & W. R. R. Co.	250,000.00	246,000.00	2,050.94	.....	4,100.00	37,721.93	539,872.87
10 M. C. R. R.	4,988,000.00	11,892,192.00	764,924.04	.....	155,642.49	1,176,992.83	21,562,752.05†
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	800,000.00	.....	43,371.39	.....	.....	191,575.08	1,038,568.06‡
13 M. & A. Ry. Co.	3,200,000.00	1,065,000.00	.....	.....	.....	.....	4,287,294.00§
14 Rutland R. R.	9,257,000.00	11,740,000.00	999,537.81	.....	22,170.83	1,002,303.87	23,021,012.51
15 St. J. & L. C. R. R. Co.	3,848,500.00	2,500,000.00	396,470.72	.....	22,133.33	.....	6,771,304.05 (1)
16 Vt. Valley R. R.	1,000,000.00	800,000.00	85,536.00	.....	.....	106,635.36	1,991,571.36
17 W. R. R. Co.	250,000.00	.....	.....	.....	.....	.....	250,000.00
18 W. Ry. Co.	250,000.00	.....	.....	.....	.....	60,925.14	310,925.14
	\$63,726,264.60	\$75,034,935.91	\$11,767,087.26	\$594,800.00	\$568,886.10	\$5,455,101.04	\$165,997,699.30

* Includes \$6,234,908.05 sundry rents and accts. not yet payable.

† Includes 2,585,600.89 sundry rents and accts. not yet payable.

‡ Includes 3,621.59 sundry rents and accts. not yet payable.

§ Includes 22,294.06 sundry rents and accts. not yet payable.

(1) Includes 4,200.00 sundry rents and accts. not yet payable.

TABLE XXVIII.
GENERAL BALANCE SHEET, JUNE 30, 1907-ASSETS

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NAME OF RAILROAD	Cost of Road	Cost of Equipment	Stock Owned	Bonds Owned	Other Permanent Investment	Land Owned	
1 A. & St. L. R. R. Co.	\$ 8,922,000.00	227,807.53	.....	.....	.....	\$ 20,355.02	1
2 Barre Railroad	293,851.72	12,699,246.04	\$ 9,556,726.68	\$ 545,618.50	\$ 121,521.67	1,383,873.13	2
3 B. & M. R. R.	44,595,188.25	.....	200.00	.....	.....	8,103.77	3
4 Bristol R. R.	200,000.00	.....	.....	.....	.....	.....	4
5 C. V. Ry. Co.	13,882,682.93	.....	.....	342,779.68	1,000,000.00	4,822.06	5
6 C. & P. R. R.	210,281.70	109,911.93	.....	.....	.....	.....	6
7 D. & H. Co.	.....	.....	.....	.....	.....	.....	7
8 H. & W. R. R.	55,375.52	20,398.28	.....	.....	.....	.....	8
9 H. T. & W. R. R. Co.	433,629.63	80,888.37	.....	.....	.....	.....	9
10 M. C. R. R.	14,562,748.85	2,617,687.93	952,441.00	443,560.00	.....	.....	10
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	11
12 M. & W. R. R. R.	806,000.00	26,205.50	.....	.....	.....	.....	12
13 M. & A. Ry. Co.	.....	4,253,310.58*	12,000.00	.....	.....	.....	13
14 Rutland R. R.	18,203,228.74	1,881,165.52	900,361.00	473,700.00	.....	.....	14
15 St. J. & L. C. R. R. Co.	4,650,725.46	.....	242,250.00	.....	29,623.96	81,600.24	15
16 Vt. Valley R. R.	1,006,431.14	96,959.07	800,000.00	.....	.....	.....	16
17 W. R. R. Co.	500,000.00	100,000.00	.....	.....	.....	.....	17
18 W. Ry. Co.	250,000.00	32,610.00	.....	.....	.....	.....	18
	\$108,566,143.94	\$22,146,120.95	\$12,460,978.68	\$1,817,598.18	\$1,151,145.63	\$1,498,754.22	

* Includes "Cost of Road."

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TABLE XXVIII—Continued.

GENERAL BALANCE SHEET, JUNE 30, 1907, ASSETS.

NAME OF RAILROAD	Cash and Current Assets	Equipment Trusts	Materials and Supplies	Sinking Fund and Other Assets.	Profit and Loss	Gross Total
1 A. & St. L. R. R. Co.	\$ 85,647.41	.....	\$ 13,823.75	.....	.....	\$ 8,922,000.00
2 Barre Railroad	8,511,755.66	.....	4,953,543.35	82,984,736.57	.....	641,485.43
3 B. & M. R. R.	.....	.....	.....	.....	.....	85,352,229.85
4 Bristol R. R.	.....	.....	.....	.....	.....	214,029.84
5 C. V. Ry. Co.	629,701.72	\$722,755.07	288,307.84	.....	\$ 5,726.07	16,871,049.90
6 C. & P. R. R.	11,915.27	.....	.....	.....	.....	332,108.90
7 D. & H. Co.	.....	.....	.....	.....	.....	.....
8 H. & W. R. R.	4,240.07	.....	365.00	.....	.....	80,286.87
9 H. T. & W. R. R. Co.	82,218.10	.....	8,171.85	.....	.....	604,908.15
10 M. C. R. R.	1,319,982.28	.....	1,241,052.02	454,089.78	.....	21,592,701.86
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.	180,457.27	.....	48,210.06	2,036.69	.....	.....
13 M. & A. Ry. Co.	26,413.77	.....	.....	.....	.....	1,056,910.12
14 Rutland R. R.	1,117,095.70	.....	225,278.86	.....	.....	4,291,724.35
15 St. J. & L. C. R. R. Co.	77,387.86	.....	49,300.80	.....	.....	22,810,429.82
16 Vt. Valley R. R.	70,472.56	.....	.....	.....	1,092,873.76	6,823,822.14
17 W. R. R. R. Co.	.....	.....	.....	.....	.....	1,973,862.77
18 W. Ry. Co.	20,594.14	.....	1,806.00	.....	.....	600,000.00
	\$12,138,481.81	\$722,755.67	\$0,830,580.19	\$3,441,463.04	\$1,698,599.83	\$172,487,020.14

* Includes \$15,000.00 Reserve Fund.

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TABLE XXIX.

GENERAL BALANCE SHEET, JUNE 30, 1907—LIABILITIES.

NAME OF RAILROAD	Capital Stock	Funded Debt.	Current Liability	Sundry Rents and Accounts not yet Payable	Accrued Interest on Funded Debt not yet Payable	Profit and Loss	Grand Total
1 A. & St. L. R. R. Co.	\$ 5,484,000.00	\$ 3,438,000.00	\$ 20.00	.....	.....	\$ 241,465.43	\$ 8,922,000.00
2 Barre Railroad	400,000.00	.....	10,824,626.95	\$4,250,932.05	\$270,906.31	3,437,528.19	641,403.43
3 B. & M. R. R.	35,961,676.35	30,000,000.00	2,925.38	.....	2,000.00	5,726.07	85,852,229.85
4 Bristol R. R.	100,000.00	100,000.00	1,092,341.24	.....	75,537.99	22,110.67	210,651.45
5 C. V. Ry. Co.	3,000,000.00	12,681,000.00	42,500.33	.....	.....	88,274.25	16,871,049.90
6 C. & P. R. R.	200,000.00	.....	.....	.....	.....	.....	830,774.58
7 D. & H. Co.	.....	.....	279.00	.....	.....	.....	.....
8 H. & W. R. R. Co.	73,675.00	.....	37,005.87	.....	.....	6,332.87	80,286.87
9 H. T. & W. R. R. Co.	250,000.00	244,000.00	1,690,773.02	1,599,783.68	4,066.67	69,835.61	604,908.15
10 M. C. R. R.	4,988,000.00	11,892,192.00	.....	.....	155,042.49	1,266,910.67	21,592,701.86
11 M. D. & G. R. R. Co.	.....	.....	58,493.85	12,006.48	.....	.....	.....
12 M. & W. R. R.	800,000.00	.....	.....	.....	.....	189,409.79	1,056,910.12
13 M. & A. Ry. Co.	3,200,000.00	1,065,000.00	.....	.....	13,162.50	13,561.85	4,291,724.35
14 Rutland R. R.	9,257,000.00	11,607,000.00	974,814.97	.....	21,615.58	949,972.27	22,810,429.82
15 St. J. & L. C. R. R. Co.	3,848,500.00	2,500,000.00	448,738.81	4,450.00	22,133.33	.....	6,823,822.14
16 Vt. Valley R. R.	1,000,000.00	800,000.00	65,000.00	.....	.....	108,862.77	1,973,862.77
17 W. R. R. Co.	250,000.00	.....	.....	.....	.....	.....	250,000.00
18 W. Ry. Co.	250,000.00	.....	.....	.....	.....	70,070.14	320,070.14
	\$69,062,851.35	\$74,933,692.00	\$15,237,546.42	\$5,867,172.21	\$564,584.87	\$6,467,060.58	\$172,132,887.43

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TABLE XXX.

OFFICERS AND EMPLOYEES AND THEIR SALARIES, 1906. ENTIRE LINE.

NAMZ OF RAILROAD	General Officers	Other Officers	General Office Clerks	Station Agents	Other Station men	Engi- ne men	Firemen	Con- ductors
1 Atlantic & St. Lawrence R. Co.	1	9	5	3	12	13	5	28
2 Barre Railroad	1	...	4	3	2	1	1	1
3 Boston & Maine Railroad	32	112	1008	785	4053	1289	1222	1042
4 Bristol Railroad	2	...	...	2	2	1	1	3
5 Central Vermont Railway Co.	5	20	163	70	196	98	111	69
6 Clarendon & Pittsford R. R.	6	...	...	...	2	4	4	5
7 Delaware & Hudson Co.	1	5	63	137	224	87	88	3
8 Hardwick & Woodbury Railroad	1	...	...	1	...	1	1	7
9 Hoosac Tunnel & Wilmington Railroad	2	...	...	4	1	3	3	8
10 Maine Central Railroad Co.	11	32	189	200	474	188	184	158
11 Manchester, Dorset & Granville Railroad Co.	...	...	...	...	...	1	1	10
12 Montpelier & Wells River Railroad	4	2	4	9	15	8	8	11
13 Montreal & Atlantic Railway Co.	2	...	6	32	58	30	31	612
14 Rutland Railroad	8	5	70	49	83	43	43	21
15 St. Johnsbury & Lake Champlain R. R. Co.	9	1	14	27	12	19	19	29
16 Vermont Valley Railroad Co.	2	1	...	5	12	8	8	13
17 White River Railroad Co.	1	...	1	4	2	2	2	16
18 Woodstock Railway Co.	1	...	8	...	4	2	2	17
	95	187	1536	1331	5152	1798	1734	1446

PAGE 59. TABLE XXX.—Continued.
 OFFICERS AND EMPLOYEES AND THEIR SALARIES, 1906, ENTIRE LINE.

NAME OF RAILROAD		Other	Mach.	Car-	Other	Section	Other	Switch	Tenders,	Telegraph
		Trains	in	pen	Shop	men	Track	men	and Dis-	atchers
1 Atlantic & St. Lawrence R. R. Co.	61	9	21	8	6	21	21	8	5	1
2 Barre Railroad	3	...	...	2	4	10	10	1	...	2
3 Boston & Maine Railroad	2783	664	924	1425	624	3562	1772	1	428	3
4 Bristol Railroad	...	...	...	...	1	5	5	...	...	4
5 Central Vermont Railway Co.	151	93	179	258	66	203	53	...	38	5
6 Clarendon & Pittsford R. R.	8	...	1	2	3	24	24	...	...	6
7 Delaware & Hudson Co.	123	131	142	406	75	365	372	...	51	7
8 Hardwick & Woodbury Railroad	2	1	1	...	3	11	11	1	...	8
9 Hoosac Tunnel & Wilmington Railroad	407	127	299	112	165	1180	223	2	106	9
10 Maine Central Railroad Co.	...	...	1	...	1	4	4	...	...	11
11 Manchester, Dorset & Granville Railroad Co.	10	7	5	15	11	54	54	2	...	12
12 Montpelier & Wells River Railroad	41	6	56	39	35	119	119	9	15	13
13 Montreal & Atlantic Railway Co.	60	35	5	241	50	268	17	...	28	14
14 Rutland Railroad	26	1	12	...	32	75	10	...	4	15
15 St. Johnsbury & Lake Champlain R. R. Co.	11	...	4	...	6	55	3	...	4	16
16 Vermont Valley Railroad Co.	...	3	...	...	1	10	...	...	...	17
17 White River Railroad Co.	2	...	...	...	3	8	...	1	...	18
18 Woodstock Railway Co.	3690	1074	1650	2520	1089	5972	2475	...	679	...

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TABLE XXXI.

OFFICERS AND EMPLOYEES AND THEIR SALARIES, 1907—ENTIRE LINE.

NAME OF RAILROAD	General Officers.	Other Officers.	General Office Clerks.	Station Agents.	Other Station-men.	Engineers.	Fireman.	Conductors.	Other Trainmen.	Machinists.	Carpenters.	Other Shopmen.	Section Foreman.	Other Trackmen.	Switch Tenders, Crossing Tenders and Watchmen.	Telegraph Operators and Dispatchers.	
1 A. & St. L. R. R. Co.	1	9	5	4	16	13	5	28	62	6	23	8	6	21	8	5	1
2 Barre R. R.	1	...	5	3	2	1	1	1	3	...	...	2	4	18	1	...	2
3 B. & M. R. R.	31	134	1329	876	4608	1363	1305	1069	3097	680	1030	1508	653	3752	1886	426	3
4 Bristol R. R.	2	...	...	2	2	1	1	1	...	...	...	...	1	5	...	...	4
5 C. V. Ry. Co.	5	19	161	71	238	95	99	65	135	96	164	...	63	226	53	41	5
6 C. & P. R. R.	7	...	...	...	2	4	4	3	8	...	...	2	3	22	...	...	6
7 D. & H. Co.	1	5	70	137	108	94	97	76	156	109	123	459	82	528	362	47	7
8 H. & W. R. R.	7	...	...	1	...	2	2	2	2	1	1	...	3	9	...	...	8
9 H. T. & W. R. R. Co.	2	...	...	5	...	2	2	2	2	...	...	14	3	16	2	...	9
10 M. C. R. R. Co.	11	34	237	231	545	213	237	193	465	158	314	134	190	1314	251	118	10
11 M. D. & G. R. R. Co.	...	...	...	...	...	1	1	1	...	...	...	...	1	4	1	...	11
12 M. & W. R. R.	4	2	4	9	16	8	8	6	12	7	5	20	11	61	2	...	12
13 M. & A. Ry. Co.	2	...	6	34	46	29	34	21	41	6	58	52	34	121	9	16	13
14 R. R.	8	5	75	50	91	47	47	31	69	38	7	253	50	253	13	25	14
15 St. J. & L. C. R. R. Co.	9	1	14	30	13	20	19	13	26	2	13	...	33	73	11	5	15
16 V. V. R. R.	2	1	...	5	10	8	8	4	10	...	3	...	6	30	3	8	16
17 W. R. R. Co.	1	...	1	4	2	2	2	2	...	...	...	...	1	10	...	...	17
18 W. Ry. Co.	1	6	...	4	2	2	2	2	3	...	...	...	3	9	1	...	18
	95	216	1909	1486	5701	1905	1874	1519	4091	1108	1742	2702	1147	3472	2004	686	

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TABLE XXXI—Continued.

OFFICERS AND EMPLOYEES AND THEIR SALARIES, 1907—ENTIRE LINE.

NAME OF RAILROAD	Distribution of Preceding Items.						
	Employees Accounting Floating Equipment.	All Other Employees and Laborers.	Total Including General Officers.	Total Excluding General Officers.	General Administration.	Maintenance of Way and Structures.	Maintenance of Equipment.
1 Atlantic & St. Lawrence R. R. Co. ....	.....	72	292	291	6	68	50
2 Barre Railroad .....	.....	.....	42	41	6	22	2
3 Boston & Maine Railroad.....	40	3251	27038	27007	1047	5942	3063
4 Bristol Railroad	2	.....	17	15	.....	.....	.....
5 Central Vermont Railway Co. ....	.....	52	1833	1828	185	422	377
6 Clarendon & Pittsford R. R. ....	.....	.....	56	49	.....	.....	.....
7 Delaware & Hudson Co. ....	.....	585	3039	3038	54	861	534
8 Hardwick & Woodbury R. R. ....	.....	.....	30	23	7	12	2
9 Hoosac Tunnel & Wilmington R. R. Co. ....	.....	11	63	61	4	19	14
10 Maine Central R. R.	102	922	5669	5658	188	1988	719
11 Manchester, Dorset & Granville R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....
12 Montpelier & Wells River R. R. ....	.....	.....	177	173	8	72	12
13 Montreal & Atlantic Railway Co. ....	.....	178	687	685	8	330	119
14 Rutland Railroad .....	.....	24	1086	1078	88	303	298
15 St. Johnsbury & Lake Champlain R. R. Co. ....	.....	20	302	293	21	123	15
16 Vermont Valley Railroad.....	.....	9	102	100	3	50	8
17 White River Railroad Co. ....	.....	.....	25	24	8	11	17
18 Woodstock Railway Co.			35	34	7	12	
	14	5128	40493	40398	1639	10235	6108

TABLE XXI—Continued.

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OFFICERS AND EMPLOYEES AND THEIR SALARIES, 1907—ENTIRE LINE.

NAME OF RAILROAD	Conducting Transportation.	Total.	Distribution of Preceding Items.			Total Yearly Compensation in Vermont.	Total No. of Employees on Entire Line.	Total Yearly Compensation Entire Line	Average Daily Compensation Entire Line.
1 Atlantic & St. Lawrence R. R. Co.	168	292			\$ 116,752.58	1195	\$ 713,374.35	\$ 2.00	
2 Barre Railroad	12	42			25,580.77	42	25,580.77	1.94	
3 Boston & Maine Railroad	16086	27038			.....	27038	18,610,626.35	2.19	
4 Bristol Railroad . . . . .	.....	17			.....	17	.....	.....	
5 Central Vermont Railway Co.	849	1833			1,044,381.12	2756	1,565,842.05	1.82	
6 Clarendon & Pittsford R. R. ....	.....	56			.....	56	.....	.....	
7 Delaware & Hudson Co.	1590	3039			.....	3039	1,980,725.19	2.08	
8 Hardwick & Woodbury R. R.	9	30			13,422.28	30	13,422.28	1.86	
9 Hoosac Tunnel & Wilmington R. R. Co. .	26	63			.....	63	32,481.43	1.81	
10 Maine Central R. R.	2774	5669			.....	5669	3,286,421.76	2.01	
11 Manchester, Dorset & Granville R. R. Co.	.....	.....			.....	.....	.....	.....	
12 Montpelier & Wells River R. R.	85	177			100,159.76	177	100,159.76	2.07	
13 Montreal & Atlantic Railway Co.	230	687			.....	687	332,351.58	1.85	
14 Rutland Railroad	397	1086			658,555.79	1811	1,097,592.95	1.94	
15 St. Johnsbury & Lake Champlain R. R. Co.	143	302			163,508.29	302	163,508.29	1.84	
16 Vermont Valley Railroad	47	102			70,973.94	102	70,973.94	2.10	
17 White River Railroad Co.	6	25			.....	25	.....	.....	
18 Woodstock Railway Co.	16	35			15,204.63	35	15,204.63	1.96	
	22438	40493			\$2,208,539.16	43044	\$28,008,235.33	\$27.47	

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TABLE XXXII.

DESCRIPTION OF EQUIPMENT, ENTIRE LINES, 1906.

NAME OF RAILROAD		Locomotives.	Passenger Cars.	Freight Cars in Service.	Cars in Company's Service.	Total Cars.
1	Atlantic & St. Lawrence R. R. Co.	3	4	266	2	272
2	Barre Railroad	.....	.....	.....	.....	.....
3	Boston & Maine Railroad	1041	1650	17086	898	20484
4	Bristol Railroad	1	1	1	.....	2
5	Central Vermont Railway Co.	102	90	2981	131	3202
6	Clarendon & Pittsford R. R.	5	2	131	40	173
7	Delaware & Hudson Co.	91	245	2330	200	2775
8	Hardwick & Woodbury R. R.	2	.....	45	.....	45
9	Hoosac Tunnel & Wilmington R. R. Co.	6	6	115	6	127
10	Maine Central R. R. Co.	173	274	5773	522	6369
11	Manchester, Dorset & Granville R. R. Co.	1	1	.....	.....	1
12	Montpelier & Wells River R. R.	7	10	116	40	166
13	Montreal & Atlantic Railway Co.	18	20	721	61	812
14	Rutland Railroad	78	99	2574	127	2980
15	St. Johnsbury & Lake Champlain R. R. Co.	.....	.....	.....	.....	.....
16	Vermont Valley Railroad	9	5	139	.....	150
17	White River Railroad Co.	2	2	7	15	26
18	Woodstock Railway Co.	3	4	6		10
		1542	2423	33141	2048	37794

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TABLE XXXIII.

DESCRIPTION OF EQUIPMENT, ENTIRE LINES, 1907.

	NAME OF RAILROAD.	Locomotives	Passenger Cars	Freight Cars in Service	Cars in Company's Service	Total Cars
1	Atlantic & St. Lawrence R. R. Co.	3	4	341	2	347
2	Barre Railroad	1073	1710	20376	952	23038
3	Boston & Maine Railroad	1	1		1	2
4	Bristol Railroad	100	90	2898	128	3116
5	Central Vermont Railway Co.	5	2	177	58	235
6	Clarendon & Pittsford R. R.	107	263	1968	253	2484
7	Delaware & Hudson Co.	2		45		45
8	Hardwick & Woodbury R. R.	6	6	115	6	127
9	Hoosac Tunnel & Wilmington R. R. Co.	202	278	175	548	8001
10	Maine Central R. R. Co.	1	1	6		7
11	Manchester, Dorset & Granville R. R. Co.	7	10	116	40	166
12	Montpelier & Wells River R. R.	12	28	558	69	655
13	Montreal & Atlantic Railway Co.	83	89	2656	112	2857
14	Rutland Railroad					
15	St. Johnsbury & Lake Champlain R. R. Co.	9	5	212	4	221
16	Vermont Valley Railroad	2	2	7	15	24
17	White River Railroad Co.	3	4	6		10
18	Woodstock Railway Co.					
		1616	2493	29656	2188	41335

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TABLE XXXIV.

AMOUNT PAID OR ALLOWED FOR ROLLING STOCK, NOT THE
PROPERTY OF RAILROAD, NOT CONSIGNED FOR USE
BY LEASE, FOR YEAR ENDING JUNE 30, 1906.

NAME OF RAILROAD.		Total Amount
1 Atlantic & St. Lawrence R. R. Co.....		1
2 Barre Railroad		2
3 Boston & Maine Railroad.....	\$305,131.97	3
4 Bristol Railroad		4
5 Central Vermont Railway Co.....	54,892.36	5
6 Clarendon & Pittsford R. R.....		6
7 Delaware & Hudson Co.....	38,496.19	7
8 Hardwick & Woodbury R. R.....		8
9 Hoosac Tunnel & Wilmington R. R. Co.		9
10 Maine Central R. R. Co.....	36,102.81	10
11 Manchester, Dorset & Granville R. R. Co.....		11
12 Montpelier & Wells River R. R.	212.13	12
13 Montreal & Atlantic Railway Co.....		13
14 Rutland Railroad	11,739.83	14
15 St. Johnsbury & Lake Champlain R. R. Co.....		15
16 Vermont Valley Railroad		16
17 White River Railroad Co.....		17
18 Woodstock Railway Co.....	11.87	18
	\$446,587.16	

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TABLE XXXV.

AMOUNT PAID OR ALLOWED FOR ROLLING STOCK, NOT THE
PROPERTY OF RAILROAD, NOT CONSIGNED FOR USE
BY LEASE, FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD.	Total Amount
1 Atlantic & St. Lawrence R. R. Co.....	1
2 Barre Railroad	2
3 Boston & Maine Railroad	3 \$308,912.11
4 Bristol Railroad	4
5 Central Vermont Railway Co.....	5 65,291.42
6 Clarendon & Pittsford R. R.....	6
7 Delaware & Hudson Co.....	7 41,374.31
8 Hardwick & Woodbury R. R.....	8
9 Hoosac Tunnel & Wilmington R. R. Co.....	9
10 Maine Central R. R. Co.....	10 38,276.29
11 Manchester, Dorset & Granville R. R. Co.....	11 119.75
12 Montpelier & Wells River R. R.....	12 224.29
13 Montreal & Atlantic Railway Co.....	13
14 Rutland Railroad	14 11,261.64
15 St. Johnsbury & Lake Champlain R. R. Co.....	15
16 Vermont Valley Railroad	16
17 White River Railroad Co.....	17
18 Woodstock Railway Co.....	18 8.72
	\$465,568.53

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TABLE XXXVI

TRAFFIC AND MILEAGE STATISTICS, STATE OF VERMONT.

NAME OF RAILROAD	Number of Passengers carried. Earning Revenue.	Number of Passengers Carried. One Mile.	Number of Passengers Carried. One Mile Per Mile of Road.	Average Distance Carried, Miles.
1 A. & St. L. R. R. Co.....	105,885	1,586,064	51,900	14.98
2 Barre Railroad	8,200	44,362	4,791	5.41
3 B. & M. R. R. ....	.....	.....	.....	.....
4 Bristol R. R.	22,391	.....	.....	.....
5 C. V. Ry. Co.....	1,098,352	32,686,186	109,906	29.76
6 C. & P. R. R. ....	.....	.....	.....	.....
7 D. & H. Co.....	.....	.....	.....	.....
8 H. & W. R. R.	448	4,216	444	9.41
9 H. T. & W. R. R. Co.....	.....	.....	.....	.....
10 M. C. R. R. Co.....	.....	.....	.....	.....
11 M. D. & G. R. R. Co.....	8,466	33,864	6,773	4.00
12 M. & W. R. R. R.	166,346	2,402,124	55,069	14.44
13 M. & A. Ry. Co.....	128,771	1,967,150	93,754	15.28
14 Rutland R. R.	1,078,978	26,591,765	110,440	24.64
15 St. J. & L. C. R. R. Co.....	208,642	3,887,875	29,566	18.63
16 Vt. Valley R. R.	236,749	4,941,236	205,885	20.87
17 W. R. R. R. Co.....				
18 W. Ry. Co.....	41,912	498,459	35,912	11.87
	3,105,140	74,643,301	704,440	169.31

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TABLE XXXVII.

TRAFFIC AND MILEAGE STATISTICS, STATE OF VERMONT.

NAME OF RAILROAD	Number of Passengers Carried Earning Revenue.	Number of Passengers Carried One Mile.	Number of Passengers Carried One Mile Per Mile of Road.	Average Distance Carried, Miles.
1 A. & St. L. R. R. Co.....	87,518	1,701,368	50,456	19.44
2 Barre Railroad	7,165	38,762	3,971	5.41
3 B. & M. R. R. ....	.....	.....	.....	.....
4 Bristol R. R.	20,470	.....	.....	.....
5 C. V. Ry. Co.....	1,145,246	34,639,503	116,474	30.00
6 C. & P. R. R. ....	.....	.....	.....	.....
7 D. & H. Co.....	.....	.....	.....	.....
8 H. & W. R. R.	573	5,367	565	9.37
9 H. T. & W. R. R. Co.....	.....	.....	.....	.....
10 M. C. R. R. Co.....	.....	.....	.....	.....
11 M. D. & G. R. R. Co.....	8,654	34,616	6,923	4.00
12 M. & W. R. R. R.	140,337	2,134,020	42,809	15.21
13 M. & A. Ry. Co.....	125,936	1,877,568	89,408	14.91
14 Rutland R. R.	1,186,763	27,849,072	115,661	23.46
15 St. J. & L. C. R. R. Co.....	210,521	3,897,387	29,638	18.51
16 Vt. Valley R. R.	255,586	5,360,392	223,350	.....
17 W. R. R. R. Co.....	.....	.....	.....	.....
18 W. Ry. Co.....	43,553	510,801	36,801	11.73
	3,232,322	78,048,856	716,056	152.04

TABLE XXXVI.

PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

Total Passenger Revenue.	Average Amount Received from each Passenger.	Average Receipts Per Passenger Per Mile.	Total Passenger Earnings.	Passenger Earnings Per Mile of Road.	Passenger Earnings Per Train Mile.	
\$ 32,351.88	\$.30554	\$.02040	\$ 46,453.33	\$ 1,520.07	\$ 70.880	1
1,766.80	.21546	.03982	1,766.80	190.79	109.062	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
714,492.39	.65051	.02186	844,368.17	2,839.17	108.208	5
20.00	.....	.....	20.00	1.00	.....	6
.....	.....	.....	.....	.....	.....	7
111.10	.24799	.02633	111.10	11.69	01.886	8
.....	.....	.....	.....	.....	.....	9
9,290.94	.....	.....	10,239.24	739.29	43.438	10
1,076.25	.12712	.03178	1,076.25	211.44	.....	11
67,093.38	.40334	.02793	73,076.54	1,675.30	72.389	12
41,196.88	.31992	.02094	44,542.86	2,121.09	100.078	13
538,250.97	.49852	.02024	642,323.93	2,667.67	77.994	14
101,457.85	.48628	.02610	121,917.73	927.13	72.664	15
111,351.53	.47034	.02254	125,766.80	5,240.28	163.261	16
.....	.....	.....	.....	.....	.....	17
17,757.66	.42369	.03563	19,780.54	1,425.11	59.887	18
\$1,636,217.63	.....	.....	\$1,931,443.29	\$19,570.03	\$879.747	

TABLE XXXVII.

PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Passenger Revenue.	Average Amount Received from each Passenger.	Average Receipts Per Passenger Per Mile.	Total Passenger Earnings.	Passenger Earnings Per Mile of Road.	Passenger Earnings Per Train Mile.	
\$ 33,814.96	\$.38638	\$.01988	\$ 48,768.31	\$ 1,446.27	\$ 73.432	1
1,589.95	.22190	.04101	1,589.95	76.88	109.199	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
742,518.75	.64835	.02144	876,605.74	2,947.87	108.680	5
.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	7
141.55	.24703	.02637	141.55	14.90	.....	8
.....	.....	.....	.....	.....	.....	9
9,177.71	.....	.....	10,127.76	718.28	44.089	10
1,059.00	.12238	.03059	1,059.00	.....	10.573	11
63,132.77	.44987	.02958	69,115.93	1,386.48	68.605	12
43,756.60	.34745	.02330	48,444.32	2,306.87	108.483	13
562,288.55	.47380	.02019	666,705.95	2,768.94	89.533	14
101,870.93	.48390	.02614	122,450.12	931.18	68.825	15
120,816.56	.47270	.02254	135,691.52	5,653.81	169.933	16
1,343.87	.....	.....	2,721.22	136.06	.....	17
18,604.00	.42716	.03642	20,652.68	1,487.95	62.784	18
\$1,700,115.20			\$2,004,164.05	\$19,875.49	\$914.136	

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TABLE XXXVIII.

TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINE.

NAME OF RAILROAD	Number of Passen- gers Carried Earning Revenue.	Number of Passen- gers Carried One Mile.	Number of Passen- gers Carried One Mile. Per Mile of Road.	Average Distance Carried.
1 A. & St. L. R. R. Co.....	553,072	14,363,469	83,457	25.97
2 Barre Railroad .....	.....	.....	.....	.....
3 B. & M. R. R.	44,597,405	739,950,909	330,200	17.90
4 Bristol R. R. ....	.....	.....	.....	.....
5 C. V. Ry. Co. ....	.....	.....	.....	.....
6 C. & P. R. R. ....	.....	.....	.....	.....
7 D. & H. Co.	3,219,979	46,125,899	12,944	14.32
8 H. & W. R. R. ....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.....	35,481	478,685	19,147	13.49
10 M. C. R. R. Co.	3,585,158	128,306,840	157,252	35.79
11 M. D. & G. R. R. Co.....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	.....	.....
13 M. & A. Ry. Co.	268,987	7,206,529	39,081	26.79
14 Rutland R. R.	1,444,698	40,910,408	87,394	28.31
15 St. J. & L. C. R. R. Co.....	.....	.....	.....	.....
16 Vt. Valley R. R. ....	.....	.....	.....	.....
17 W. R. R. R. Co. ....	.....	.....	.....	.....
18 W. Ry. Co.				
	53,704,780	977,344,739	729,475	162.57

* All in Vermont. See Table XXXVI.

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TABLE XXXIX.

TRAFFIC AND MILEAGE STATISTICS, ENTIRE LINE.

NAME OF RAILROAD	Number of Passen- gers Carried Earn- ing Revenue.	Number of Passen- gers Carried One Mile.	Number of Passen- gers Carried One Mile Per Mile of Road.	Average Distance Carried Mile.
1 A. & St. L. R. R. Co.....	564,142	16,280,097	92,875	28.86
2 Barre Railroad .....	.....	.....	.....	.....
3 B. & M. R. R.	46,126,992	762,517,704	340,091	17.92
4 Bristol R. R. ....	.....	.....	.....	.....
5 C. V. Ry. Co.	1,701,250	48,658,971	90,764	28.60
6 C. & P. R. R. ....	.....	.....	.....	.....
7 D. & H. Co.	3,292,995	50,949,289	203,277	15.47
8 H. & W. R. R. Co. ....	.....	.....	.....	.....
9 H. T. & W. R. R. Co....	421	5,896	235	13.99
10 M. C. R. R. Co.	3,717,849	132,969,286	157,386	35.77
11 M. D. & G. R. R. Co.....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	.....	.....
13 M. & A. Ry. Co.	282,433	7,679,029	41,643	27.19
14 Rutland R. R.	1,575,791	42,844,726	91,527	27.18
15 St. J. & L. C. R. R. Co.....	.....	.....	.....	.....
16 Vt. Valley R. R. ....	.....	.....	.....	.....
17 W. R. R. R. Co. ....	.....	.....	.....	.....
18 W. Ry. Co. ....	.....	.....	.....	.....
	57,261,873	1,061,904,998	1,017,798	194.98

* All in Vermont. See Table XXXVII.

TABLE XXXVIII.

PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

Total Passenger Revenue.	Average Amount Received from Each Passenger.	Average Receipts Per Passenger Per Mile.	Total Passenger Earnings.	Passenger Earnings Per Mile.	Passenger Earnings Per Train Mile.	
\$ 307,590.39	\$.55615	\$.02141	\$ 386,219.77	\$ 2,243.77	\$ 96.752	1
13,291,584.36	.31654	.01769	15,235,420.00	6,662.04	128.648	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	5
1,067,714.04	.33159	.02315	1,213,391.48	4,877.56	88.225	6
.....	.....	.....	.....	.....	.....	7
16,037.26	.45199	.03350	19,344.73	773.78	50.195	8
2,572,795.95	.71762	.02005	3,002,378.88	3,679.70	136.655	9
.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
183,097.26	.68069	.02541	199,551.69	1,082.17	67.090	12
897,084.95	.62094	.02192	1,070,539.88	2,286.94	96.339	13
.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	18
\$18,335,904.21	.....	.....	\$21,126,846.43	\$21,605.96	\$663.904	

TABLE XXXIX.

PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Passenger Revenue.	Average Amount Received from each Passenger.	Average Receipt Per Passenger Per Mile.	Total Passenger Earnings.	Passenger Earnings Per Mile of Road.	Passenger Earnings Per Train Mile.	
\$ 323,739.90	\$.37386	\$.01988	\$ 407,167.52	\$ 2,322.82	\$101.137	1
13,584,164.47	.31416	.01753	15,623,495.01	6,828.21	125.443	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
1,063,473.62	.62511	.02186	1,254,216.50	2,339.52	99.109	5
.....	.....	.....	.....	.....	.....	6
1,117,819.72	.33945	.02194	1,269,209.06	5,063.87	98.435	7
.....	.....	.....	.....	.....	.....	8
19,523.17	.46324	.03141	23,219.57	928.78	50.195	9
2,708,003.54	.72837	.02036	3,181,219.29	8,765.38	138.151	10
.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	12
193,613.32	.68552	.02521	214,355.46	1,162.45	72.149	13
937,147.58	.59471	.02187	1,111,176.58	2,373.75	100.291	14
.....						15
.....						16
134,387.00			272,122.00	136.06		17
.....						18
\$20,081,872.32			\$23,356,180.99	\$24,920.84	\$784.91	

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TABLE XL.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Number of Tons of Freight Carried, Earning Revenue.	Number of Tons Carried One Mile.	Number of Tons Carried One Mile Per Mile of Road.	Average Distance Haul of One Ton.
1 A. & St. L. R. R. Co.	1,485,741	38,819,266	1,270,264	26.13
2 Barre Railroad	172,903	935,405	101,016	5.41
3 B. & M. R. R. ....	.....	.....	.....	.....
4 Bristol R. R.	12,987	.....	.....	.....
5 C. V. Ry. Co.	2,228,162	190,688,662	641,186	85.58
6 C. & P. R. R.	185,886	743,544	.....	.....
7 D. & H. Co. ....	.....	.....	.....	4.00
8 H. & W. R. R.	49,587	353,059	37,164	7.12
9 H. T. & W. R. R. Co. ....	.....	.....	.....	.....
10 M. C. R. R. Co. ....	.....	.....	.....	.....
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....
12 M. & W. R. R. R.	223,784	5,045,784	115,676	22.55
13 M. & A. Ry. Co.	663,395	13,838,301	658,967	20.86
14 Rutland R. R.	1,097,470	110,320,934	458,181	100.52
15 St. J. & L. C. R. R. Co.	367,834	17,065,734	129,778	46.40
16 Vt. Valley R. R.	920,301	21,873,417	911,392	23.77
17 W. R. R. R. Co.				
18 W. Ry. Co.	23,822	301,987	26,753	12.67
	7,431,872	399,986,043	4,345,377	355.01

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TABLE XLI.

FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

NAME OF RAILROAD	Number of Tons of Freight Carried Earning Revenue.	Number of Tons Carried One Mile.	Number of Tons Carried One Mile Per Mile of Road.	Average Distance Haul of One Ton
1 A. & St. L. R. R. Co.	1,548,028	40,113,621	1,189,600	25.91
2 Barre Railroad	188,574	1,020,185	104,527	5.41
3 B. & M. R. R. Co. ....	.....	.....	.....	.....
4 Bristol R. R.	27,113,571	.....	.....	.....
5 C. V. Ry. Co.	2,695,845	190,829,393	641,659	70.79
6 C. & P. R. R.	200,962	803,848	45,211	4.00
7 D. & H. Co. ....	.....	.....	.....	.....
8 H. & W. R. R.	58,524	509,624	53,852	8.70
9 H. T. & W. R. R. Co. ....	.....	.....	.....	.....
10 M. C. R. R. Co. ....	.....	.....	.....	.....
11 M. D. & G. R. R. Co.	11,005	55,025	2,201	5.00
12 M. & W. R. R. R.	246,776	5,945,257	119,263	24.09
13 M. & A. Ry. Co.	922,518	13,575,916	646,472	14.72
14 Rutland R. R.	1,208,413	129,865,284	539,352	107.46
15 St. J. & L. C. R. R. Co.	352,973	13,420,604	102,058	38.02
16 Vt. Valley R. R.	1,030,999	24,629,026	1,026,269	23.89
17 W. R. R. R. Co. ....	.....	.....	.....	.....
18 W. Ry. Co.	28,642	363,768	26,204	12.70
	35,606,830	421,130,891	4,496,617	340.69

TABLE XL.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

Total Freight Revenue.	Average Amount Received for each Ton of Freight.	Average Receipt Per Ton Per Mile.	Total Freight Earnings.	Freight Earnings Per Mile of Road.	Freight Earnings Per Train Mile.	
\$ 179,488.94	\$.12081	\$.00462	\$ 179,488.94	\$ 5,873.33	\$1.61623	1
89,364.81	.51685	.09554	89,364.81	9,650.63	8.65183	2
.....	.....	.....	.....	.....	.....	3
1,544,907.83	.69336	.00811	1,544,907.83	5,194.71	1.68027	4
.....	.....	.....	.....	.....	.....	5
52,531.30	.28259	.07199	52,531.30	3,226.72	.....	6
27,127.90	.54708	.07684	27,127.90	2,855.57	4.00576	7
.....	.....	.....	.....	.....	.....	8
28,484.86	.....	.....	29,003.24	2,094.10	1.70869	9
.....	.....	.....	.....	.....	.....	10
131,531.58	.58776	.02607	131,531.58	3,015.40	2.32294	11
122,784.62	.18509	.00887	122,784.62	5,846.89	1.66977	12
946,142.01	.86211	.00857	946,142.01	3,929.48	1.96398	13
242,807.16	.66010	.01723	245,606.74	1,867.73	1.22494	14
232,717.13	.25287	.01064	233,534.83	9,730.62	1.58987	15
.....	.....	.....	.....	.....	.....	16
26,406.08	1.10843	.08746	26,406.08	1,902.45	.79912	17
\$3,624,294.22	.....	.....	\$3,628,429.88	\$55,187.63	\$2.78334	18

TABLE XLI.

FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Freight Revenue.	Average Amount Received for each Ton of Freight.	Average Receipt Per Ton Per Mile.	Total Freight Earnings.	Freight Earnings Per Mile of Road.	Freight Earnings Per Train Mile.	
\$ 185,992.33	\$.12016	\$.00463	\$ 185,992.33	\$ 5,515.79	\$1.67970	1
97,639.55	.51777	.09577	97,639.55	4,720.96	7.25459	2
.....	.....	.....	.....	.....	.....	3
1,530,769.14	.56782	.00802	1,530,769.14	5,147.17	1.89762	4
57,335.15	.28530	.07142	57,335.15	3,225.32	.....	5
.....	.....	.....	.....	.....	.....	6
33,922.55	.57963	.06664	33,922.55	3,570.79	5.75934	7
.....	.....	.....	.....	.....	.....	8
28,572.96	.....	.....	28,825.25	2,044.34	1.62606	9
5,335.77	.48485	.09697	5,335.77	1,048.28	.53272	10
143,328.56	.58080	.02411	143,328.56	2,875.20	2.47434	11
125,039.28	.13554	.00921	125,039.28	5,954.25	1.66517	12
1,061,118.25	.87810	.00817	1,061,118.25	4,407.00	1.98362	13
235,821.10	.66810	.01757	238,235.15	1,811.67	1.24415	14
247,445.06	.24001	.01005	248,519.24	10,354.97	1.66711	15
13,330.78	.....	.....	13,330.78	666.54	.....	16
30,122.55	1.05168	.08283	30,122.55	2,170.21	.91572	17
\$3,795,773.03			\$3,799,513.55	\$53,512.49	\$28.70014	18

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TABLE XLII.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD	Number of Tons Carried of Freight Earnings Revenue.	Number of Tons Carried One Mile.	Number of Tons Carried One Mile Per Mile of Road.	Average Distance Haul of One Ton.
1 A. & St. L. R. R. Co.....	2,068,998	165,711,952	962,714	80.09
2 Barre Railroad	22,549,467	2,010,500,035	897,176	89.16
3 B. & M. R. R. ....	.....	.....	.....	.....
4 Bristol R. R. ....	.....	.....	.....	.....
5 C. V. Ry. Co. ....	.....	.....	.....	.....
6 C. & P. R. R.	183,886	743,544	.....	4.00
7 D. & H. Co.	5,069,176	238,473,582	20,377	47.04
8 H. & W. R. R. ....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.	55,772	858,723	34,349	15.40
10 M. C. R. R. Co.	5,114,891	448,482,922	549,659	87.68
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	.....	.....
13 M. & A. Ry. Co.	912,032	48,998,166	265,664	53.72
14 Rutland R. R.	1,829,113	183,868,224	442,938	100.52
15 St. J. & L. C. R. R. Co. ....	.....	.....	.....	.....
16 Vt. Valley R. R. ....	.....	.....	.....	.....
17 W. R. R. R. Co.				
18 W. Ry. Co.				
	37,785,335	3,097,637,148	3,172,877	477.61

* All in Vermont. See Table XL.

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TABLE XLIII.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD	Number of Tons Carried of Freight Earnings Revenue.	Number of Tons Carried One Mile.	Number of Tons Carried One Mile Per Mile of Road.	Average Distance Haul of One Ton.
1 A. & St. L. R. R. Co....	2,152,742	172,160,709	892,148	79.97
2 Barre Railroad	23,262,949	2,296,970,964	1,024,473	98.74
3 B. & M. R. R. ....	.....	.....	.....	.....
4 Bristol R. R. ....	.....	.....	.....	.....
5 C. V. Ry. Co.	3,325,798	263,692,229	491,871	79.29
6 C. & P. R. R. ....	.....	.....	.....	.....
7 D. & H. Co.	5,549,086	257,242,085	1,026,341	46.36
8 H. & W. R. R. ....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.	71,418	1,072,220	42,889	15.01
10 M. C. R. R. Co.	5,536,829	490,360,187	580,404	88.56
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	.....	.....
13 M. & A. Ry. Co.	907,378	47,771,985	259,067	51.99
14 Rutland R. R.	2,014,022	216,442,140	521,409	107.46
15 St. J. & L. C. R. R. Co. ....	.....	.....	.....	.....
16 Vt. Valley R. R. ....	.....	.....	.....	.....
17 W. R. R. R. Co. ....	.....	.....	.....	.....
18 W. Ry. Co. ....	.....	.....	.....	.....
	42,820,222	3,735,712,519	4,928,602	657.38

* All in Vermont. See Table XLI.

TABLE XLII.

FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

Total Freight Revenue.	Average Amount Received for each Ton of Freight.	Average Receipts Per Ton One Mile.	Total Freight Earnings.	Freight Earnings Per Mile of Road.	Freight Earnings Per Train Mile.	
\$ 1,085,661.21	\$.52473	\$.00655	\$ 1,085,661.21	\$ 6,307.22	\$ 1.92060	1
23,354,548.81	1.03570	.01162	23,717,913.25	10,584.00	2.48932	2
.....	.....	.....	.....	.....	.....	3
52,531.30	.28259	.07199	52,531.30	3,226.72	.....	4
2,187,810.81	.43159	.00917	2,187,810.81	8,794.51	3.29743	5
.....	.....	.....	.....	.....	.....	6
57,601.01	1.03277	.06708	57,601.01	2,304.04	3.83061	7
4,630,968.24	.90539	.01033	4,679,773.57	5,735.51	2.95048	8
.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	10
545,709.41	.59856	.01114	545,709.41	2,959.38	1.40913	11
1,576,903.36	.86211	.00857	1,576,903.36	3,798.76	1.91267	12
.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	18
\$33,491,734.15	.....	.....	\$33,903,903.92	\$43,710.14	\$17.81024	

TABLE XLIII.

FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Total Freight Revenue.	Average Amount Received for each Ton of Freight.	Average Receipts Per Ton One Mile.	Total Freight Earnings.	Freight Earnings Per Mile of Road.	Freight Earnings Per Train Mile.	
\$ 1,132,893.53	\$.52626	\$.00658	\$ 1,132,893.53	\$ 6,462.97	\$ 1.92665	1
24,843,606.27	1.06795	.01082	25,212,842.85	11,245.19	2.48629	2
.....	.....	.....	.....	.....	.....	3
2,498,334.67	.75119	.00956	2,498,334.67	4,660.20	1.69372	4
.....	.....	.....	.....	.....	.....	5
2,358,092.97	.42495	.00917	2,358,092.97	9,408.29	3.12847	6
.....	.....	.....	.....	.....	.....	7
74,107.51	1.03765	.06911	74,107.51	2,964.30	4.91560	8
4,994,145.72	.90199	.01018	5,051,768.46	5,979.41	2.88177	9
.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	12
553,271.18	.60975	.01158	553,271.18	3,000.39	1.41396	13
1,768,530.41	.87810	.00817	1,768,530.41	4,260.38	1.88565	14
.....						15
.....						16
.....						17
.....						18
\$38,222,982.26			\$38,649,841.58	\$47,981.13	\$20.33211	

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TABLE XLIV.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Gross Earnings from Operation.	Gross Earnings from Operation per Mile of Road.
1 Atlantic & St. Lawrence R. R. Co.	\$226,566.26	87,413.82
2 Barre Railroad	103,255.52	11,150.70
3 Boston & Maine Railroad .....	.....	.....
4 Bristol Railroad	19,955.85	.....
5 Central Vermont Railway Co.	2,427,970.45	8,163.99
6 Clarendon & Pittsford R. R.	52,551.30	3,227.97
7 Delaware & Hudson Co. ....	.....	.....
8 Hardwick & Woodbury R. R.	27,549.00	2,899.89
9 Hoosac Tunnel & Wilmington R. R. Co. ....	.....	.....
10 Maine Central Railroad Co.	39,242.48	2,833.39
11 Manchester, Dorset & Granville R. R. Co. ....	.....	.....
12 Montpelier & Wells River R. R.	205,103.94	4,702.06
13 Montreal & Atlantic Railway Co.	170,713.81	8,129.23
14 Rutland Railroad	1,628,763.15	6,764.52
15 St. Johnsbury & Lake Champlain R. R. Co.	374,168.54	2,845.39
16 Vermont Valley Railroad	362,855.90	15,119.00
17 White River Railroad Co.		
18 Woodstock Railway Co.	46,186.62	3,327.57
	\$5,684,882.82	\$76,577.53

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TABLE XLV.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Gross Earnings from Operation.	Gross Earnings from Operation per Mile of Road.
1 Atlantic & St. Lawrence R. R. Co.	\$235,397.76	\$6,980.95
2 Barre Railroad	116,368.76	6,627.59
3 Boston & Maine Railroad .....	.....	.....
4 Bristol Railroad	18,981.34	.....
5 Central Vermont Railway Co.	2,451,194.36	8,242.08
6 Clarendon & Pittsford R. R.	57,335.15	3,225.32
7 Delaware & Hudson Co. ....	.....	.....
8 Hardwick & Woodbury R. R.	34,209.86	3,601.04
9 Hoosac Tunnel & Wilmington R. R. Co. ....	.....	.....
10 Maine Central Railroad Co.	38,953.01	2,762.62
11 Manchester, Dorset & Granville R. R. Co. ....	.....	.....
12 Montpelier & Wells River R. R.	213,631.49	4,285.49
13 Montreal & Atlantic Railway Co.	178,167.08	8,484.14
14 Rutland Railroad	1,793,395.36	7,448.27
15 St. Johnsbury & Lake Champlain R. R. Co.	366,629.53	2,788.06
16 Vermont Valley Railroad	386,960.84	16,123.37
17 White River Railroad Co.	16,052.00	802.60
17 White River Railroad Co.	50,775.23	3,658.16
	\$5,958,001.77	\$74,029.69

TABLE XLIV.

TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

Gross Earnings from Operation per Train Mile.	Operating Expenses.	Operating Ex- penses per Mile of Road.	Operating Ex- penses per Train Mile.	Income from Operation.	Income from Operation per Mile of Road.	
\$1.28299	\$228,733.15	\$7,484.72	\$1.29526	\$2,166.89	\$70.90	1
8.64135	38,761.06	4,185.86	3.24387	64,494.46	6,964.84	2
.....	.....	.....	.....	.....	.....	3
.....	16,021.78	.....	.....	3,934.07	.....	4
1.51434	1,895,792.11	6,374.55	1.18242	532,178.34	1,789.44	5
.....	44,560.72	2,737.10	.....	7,990.58	490.81	6
.....	.....	.....	.....	.....	.....	7
4.67725	21,614.41	2,275.20	3.66968	5,934.59	624.69	8
.....	.....	.....	.....	.....	.....	9
1.07467	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
.....	158,814.30	3,640.86	1.21360	46,289.64	1,061.20	12
1.39836	145,256.25	6,916.96	1.23055	25,457.56	1,212.27	13
1.08484	1,097,247.41	4,557.05	.91380	531,515.74	2,207.47	14
1.44622	322,673.40	2,453.79	.93551	51,495.14	391.60	15
1.35643	260,957.74	10,873.24	1.16539	101,898.16	4,245.76	16
1.62045	.....	.....	.....	.....	.....	17
1.56731	30,684.99	2,210.73	.92900	15,501.63	1,116.83	18
\$25.66418	\$4,261,117.32	\$53,710.06	\$15.77908	\$1,388,856.80	\$20,175.81	

TABLE XLV.

TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Gross Earnings from Operation per Train Mile.	Operating Expenses.	Operating Ex- penses per Mile of Road.	Operating Ex- penses per Train Mile.	Income from Operation.	Income from Operation per Mile of Road.	
\$1.32881	\$222,370.30	\$6,594.61	\$1.25527	\$13,027.46	\$386.34	1
7.80213	39,278.31	1,899.33	2.91836	79,288.18	3,834.05	2
.....	.....	.....	.....	.....	.....	3
.....	13,413.51	.....	.....	5,517.83	.....	4
1.51588	1,878,067.13	6,315.05	1.16144	573,127.23	1,960.75	5
.....	42,760.97	2,405.00	.....	14,594.18	820.82	6
.....	.....	.....	.....	.....	.....	7
5.80813	27,326.83	2,876.51	4.63953	6,883.03	724.53	8
.....	.....	.....	.....	.....	.....	9
1.05475	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
1.61920	174,661.26	3,503.74	1.32383	38,970.23	781.75	12
1.48786	145,594.54	6,933.07	1.21585	32,572.54	1,551.07	13
1.52419	1,279,356.06	5,313.38	1.08735	514,039.30	2,134.89	14
1.05902	325,125.51	2,472.44	.93914	41,504.02	315.62	15
1.69036	285,270.53	11,886.27	1.24615	101,690.31	4,237.10	16
.....	17,712.00	885.60	.....	.....	.....	17
1.54355	28,274.60	2,037.08	.85954	21,640.00	1,559.08	18
\$26.43388	\$4,479,211.55	\$53,122.08	\$58.40246	\$1,442,854.31	\$18,306.00	

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TABLE XLVI.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD		Gross Earnings from Operation.	Gross Earnings from Operation per Mile of Road.	Gross Earnings from Operation per Train Mile.
1	A. & St. L. R. R. Co.	\$1,476,340.97	\$8,576.89	\$1.53292
2	Barre Railroad*			
3	B. & M. R. R.	39,214,202.86	17,406.92	1.85205
4	Bristol R. R.*			
5	C. V. Ry. Co.*			
6	C. & P. R. R.*			
7	D. & H. Co.	3,490,772.03	14,032.13	1.74405
8	H. & W. R. R.*			
9	H. T. & W. R. R. Co.	76,945.74	3,077.82	1.66075
10	M. C. R. R. Co.	7,794,745.49	9,553.20	2.10838
11	M. D. & G. R. R. Co.*			
12	M. & W. R. R. R.*			
13	M. & A. Ry. Co.	759,705.82	4,119.88	1.44700
14	Rutland R. R.	2,714,605.27	5,799.07	1.50878
15	St. J. & L. C. R. R. Co.* ..			
16	Vt. Valley R. R.*			
17	W. R. R. R. Co.*			
18	W. Ry. Co.*			
		\$55,527,318.18	\$62,565.91	\$11.85393

* All in Vermont. See Table XLIV.

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TABLE XLVII.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD		Gross Earnings from Operation.	Gross Earnings from Operation per Mile of Road.
1	A. & St. L. R. R. Co.	\$ 1,544,058.49	\$ 8,808.60
2	Barre Railroad		
3	B. & M. R. R.	41,125,256.50	17,973.70
4	Bristol R. R.		
5	C. V. Ry. Co.	3,833,088.49	7,149.95
6	C. & P. R. R.		
7	D. & H. Co.	3,713,562.09	14,816.32
8	H. & W. R. R. Co.		
9	H. T. & W. R. R. Co.	97,327.08	3,893.04
10	M. C. R. R. Co.	8,348,139.15	9,881.09
11	M. D. & G. R. R. Co.		
12	M. & W. R. R. R.		
13	M. & A. Ry. Co.	787,843.71	4,272.47
14	Rutland R. R.	2,988,992.26	6,385.23
15	St. J. & L. C. R. R. Co.		
16	Vt. Valley R. R.		
17	W. R. R. R. Co.		
18	W. Ry. Co.		
		\$62,438,267.77	\$73,180.40

* All in Vermont. See Table XLV.

TABLE XLVI.

TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

Operating Expenses.	Operating Expenses per Mile of Road.	Operating Expenses per Train Mile.	Income from Operation.	Income from Operation per Mile of Road.	
\$1,247,181.85	\$7,245.58	\$1.29498	\$229,159.12	\$1,331.31	1
29,353,368.57	13,003.35	1.38352	9,860,834.29	4,440.57	2
.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	5
2,723,978.55	10,949.79	1.36095	766,793.48	3,082.34	6
.....	.....	.....	.....	.....	7
48,351.22	1,934.04	1.04354	28,594.52	1,143.78	8
6,033,086.10	7,394.12	1.63188	1,761,659.39	2,159.08	9
.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	11
645,583.35	3,500.99	1.22963	114,122.47	618.89	12
1,828,745.74	3,906.65	1.01642	885,859.53	1,892.41	13
.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	18
\$41,880,295.38	\$47,934.52	\$8.96092	\$13,647,022.80	\$14,631.38	

TABLE XLVII.

TOTAL TRAFFIC FOR YEAR ENDING JUNE 30, 1907.

Gross Earnings from Operation per Train Mile.	Operating Expenses.	Operating Expenses per Mile of Road.	Operating Expenses per Train Mile.	Income from Operation.	Income from Operation per Mile of Road.	
\$ 1.55870	\$ 1,243,681.79	\$ 7,095.00	\$ 1.25547	\$ 350,376.70	\$ 1,713.60	1
1.83461	30,968,397.46	13,534.67	1.39717	10,156,859.04	4,439.03	2
1.47041	3,041,513.12	5,673.40	1.16675	991,575.37	1,476.54	3
1.85470	2,809,753.74	11,210.32	1.40330	903,808.35	3,606.00	4
.....	.....	.....	.....	.....	.....	5
2.05830	51,643.97	2,065.75	1.09218	32,113.68	1,284.54	6
2.09875	5,664,172.97	6,704.27	1.42399	2,683,966.18	3,176.82	7
.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	9
1.48800	644,223.66	3,493.62	1.21674	143,620.05	778.85	10
1.56414	2,132,260.08	4,555.04	1.11581	856,732.18	1,830.19	11
.....	.....	.....	.....	.....	.....	12
.....						13
.....						14
.....						15
.....						16
.....						17
.....						18
\$13.92761	\$46,555,646.79	\$54,332.07	\$10.05341	\$16,069,051.55	\$18,305.57	

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TABLE XLVIII.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Mileage of Passenger Cars.	Average Number of Passenger Cars Per Train Mile.	Average Number of Passenger Per Train Mile.	Mileage of Loaded Freight Cars North or East.	Mileage of Loaded Freight Cars South or West.
1 A. & St. L. R. R. Co.	327,472	5.00	24	1,507,006	944,091
2 Barre Railroad .....	.....	.....	.....	.....	.....
3 B. & M. R. R. ....	.....	.....	.....	.....	.....
4 Bristol R. R. ....	.....	.....	.....	.....	.....
5 C. V. Ry. Co.	3,696,548	4.74	42	.....	16,028,633
6 C. & P. R. R. ....	.....	.....	.....	.....	.....
7 D. & H. Co. ....	.....	.....	.....	.....	.....
8 H. & W. R. R. Co. ....	.....	.....	72	25,124	435
9 H. T. & W. R. R. Co. ....	.....	.....	.....	.....	.....
10 M. C. R. R. Co.	87,367	3.71	.....	198,229	63,613
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	24	153,388	145,324
13 M. & A. Ry. Co. ....	.....	.....	.....	.....	.....
14 Rutland R. R.	2,834,625	3.44	32	3,461,675	4,532,724
15 St. J. & L. C. R. R. Co.	409,389	2.44	23	1,221,785	.....
16 Vt. Valley R. R.	445,219	5.78	64	2,228,166	.....
17 W. R. R. R. Co.					
18 W. Ry. Co.	36,993	1.12	15	11,374	11,374
	7,837,613	26.23	296	8,806,747	21,726,194

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TABLE XLIX.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Mileage of Passenger Cars.	Average Number of Passenger Cars Per Train Mile.	Average Number of Passenger Per Train Mile.	Mileage of Loaded Freight Cars North or East.	Mileage of Loaded Freight Cars South or West.
1 A. & St. L. R. R. Co.	340,803	5.13	26	1,393,401	1,119,410
2 Barre R. R.	1,456	1.	26	.....	.....
3 B. & M. R. R. ....	.....	.....	.....	.....	.....
4 Bristol R. R. ....	.....	.....	.....	.....	.....
5 C. V. Ry. Co.	3,269,314	4.05	43	18,081,673	.....
6 C. & P. R. R. ....	.....	.....	.....	.....	.....
7 D. & H. Co. ....	.....	.....	.....	.....	.....
8 H. & W. R. R. Co. ....	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co. ....	.....	.....	.....	27,238	437
10 M. C. R. R. Co.	86,877	3.78	.....	204,176	65,910
11 M. D. & G. R. R. Co. ....	.....	.....	.....	.....	.....
12 M. & W. R. R. R. ....	.....	.....	21	186,497	174,682
13 M. & A. Ry. Co. ....	.....	.....	42	.....	.....
14 Rutland R. R.	2,941,256	3.94	37	3,915,295	5,166,179
15 St. J. & L. C. R. R. Co.	398,484	2.24	22	.....	1,107,674
16 Vt. Valley R. R.	484,613	6.07	67	.....	2,248,992
17 W. R. R. R. Co. ....	.....	.....	.....	.....	.....
18 W. Ry. Co.	37,827	1.15	16	13,017	13,017
	7,560,630	27.36	300	23,821,297	9,896,301

TABLE XLVIII.

CAR MILEAGE, ETC., FOR YEAR ENDING JUNE 30, 1906.

Mileage of Empty Cars North or East.	Mileage of Empty Freight Cars South or West.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Number of Tons of Freight Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Mile.	Average Mileage Operated During Year.	
131,904	864,719	31.05	22.07	8.98	349.55	15.84	30.56	1
.....	.....	.....	.....	.....	90.56	.....	9.26	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	4,870,910	22.73	17.43	5.30	207.40	11.90	297.40	4
.....	.....	.....	.....	.....	.....	.....	16.28	5
.....	.....	.....	.....	.....	.....	.....	.....	6
52	24,507	8.50	4.34	4.17	59.94	13.81	9.50	7
.....	.....	.....	.....	.....	.....	.....	13.85	8
9,310	107,536	22.31	15.43	6.88	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
76,694	72,662	7.91	5.28	2.64	89.11	16.89	43.62	11
.....	.....	.....	.....	.....	.....	.....	21.00	12
1,922,251	658,694	21.95	16.59	5.35	229.00	13.79	240.78	13
285,446	.....	7.52	6.09	1.43	85.11	15.97	131.50	14
814,798	.....	20.72	15.17	5.55	148.91	9.82	24.00	15
.....	.....	.....	.....	.....	.....	.....	.....	16
4,874	4,874	.98	.69	.29	9.14	13.27	13.88	17
3,245,329	66,039,02	143.67	103.09	40.59	1,268.72	111.29	851.63	18

TABLE XLIX.

CAR MILEAGE, ETC., FOR YEAR ENDING JUNE 30, 1907.

Mileage of Empty Cars North or East.	Mileage of Empty Freight Cars South or West.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Number of Tons of Freight Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Mile.	Average Mileage Operated During Year.	
193,963	565,243	29.55	22.69	6.86	362.25	15.96	33.72	1
.....	.....	.....	.....	.....	75.79	.....	20.68	2
.....	.....	.....	.....	.....	.....	.....	.....	3
3,766,519	.....	24.36	20.16	4.20	212.74	10.55	297.40	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
228	27,018	9.32	4.70	4.63	.....	.....	9.50	7
.....	.....	.....	.....	.....	.....	.....	.....	8
10,037	92,784	21.04	15.24	5.80	.....	.....	14.10	9
.....	.....	.....	.....	.....	.....	.....	.....	10
79,928	74,863	8.91	6.24	2.67	102.64	16.46	49.85	11
.....	.....	.....	.....	.....	180.79	.....	21.00	12
2,401,326	945,393	23.23	16.97	6.24	242.76	14.30	240.78	13
.....	252,026	7.10	5.78	1.32	70.09	12.12	131.50	14
.....	888,682	21.05	15.09	5.96	165.22	10.95	24.00	15
.....	.....	.....	.....	.....	.....	.....	20.00	16
4,338	4,338	1.06	.79	.27	11.06	13.97	13.88	17
6,456,339	2,850,347	145.62	107.66	37.95	1,423.34	94.31	876.41	18

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TABLE L.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD	Mileage of Passenger Cars.	Average Number of Passenger Cars Per Train Mile.	Average Number of Passengers Per Train Mile.	Mileage of Loaded Freight Cars North or East.	Mileage of Loaded Freight Cars South or West.
1 A. & St. L. R. R. Co.	1,931,454	4.84	36	7,228,939	4,432,388
2 Barre R. R.* .....	.....	.....	.....	.....	.....
3 B. & M. R. R.	51,778,199	4.43	63	153,321,301	.....
4 Bristol R. R.* .....	.....	.....	.....	.....	.....
5 C. V. Ry. Co.* .....	.....	.....	.....	.....	.....
6 C. & P. R. R. ....	.....	.....	.....	.....	.....
7 D. & H. Co.	5,374,211	3.91	34	6,142,521	5,813,284
8 H. & W. R. R. Co.* .....	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.* .....	.....	.....	12	.....	.....
10 M. C. R. R. Co.	10,777,762	4.91	58	13,974,228	17,917,450
11 M. D. & G. R. R. Co.* .....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.* .....	.....	.....	.....	.....	.....
13 M. & A. Ry. Co.	946,162	3.18	24	1,172,964	2,320,856
14 Rutland R. R.	4,724,375	4.25	37	5,769,459	7,554,540
15 St. J. & L. C. R. R. Co.* .....	.....	.....	.....	.....	.....
16 Vt. Valley R. R.* .....	.....	.....	.....	.....	.....
17 W. R. R. R. Co.* .....	.....	.....	.....	.....	.....
18 W. Ry. Co.*					
	75,532,163	25.52	264	187,609,410	38,038,518

* All in Vermont. See Table XLVIII

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TABLE LI.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD	Mileage of Passenger Cars.	Average Number of Passenger Cars Per Train Mile.	Average Number of Passengers Per Train Mile.	Mileage of Loaded Freight Cars North or East.	Mileage of Loaded Freight Cars South or West.
1 A. & St. L. R. R. Co.	2,013,747	5.01	40	6,609,101	5,404,052
2 Barre Railroad* .....	.....	.....	.....	.....	.....
3 B. & M. R. R.	54,335,975	4.42	62	157,773,307	.....
4 Bristol R. R.* .....	.....	.....	.....	.....	.....
5 C. Vt. Ry. Co.	5,007,522	3.96	38	.....	28,174,011
6 C. & P. R. R.* .....	.....	.....	.....	.....	.....
7 D. & H. Co.	5,280,922	4.10	40	6,350,232	6,022,991
8 H. & W. R. R. Co.* .....	.....	.....	.....	.....	.....
9 H. T. & W. R. R. Co.* .....	.....	.....	16	.....	.....
10 M. C. R. R. Co.	11,415,535	4.96	58	13,978,645	18,728,747
11 M. D. & G. R. R. Co.* .....	.....	.....	.....	.....	.....
12 M. & W. R. R. R.* .....	.....	.....	.....	.....	.....
13 M. & A. Ry. Co.	945,855	3.18	36	1,341,976	2,142,118
14 Rutland R. R.	4,902,093	4.42	38	6,525,491	8,610,299
15 St. J. & L. C. R. R. Co.* .....	.....	.....	.....	.....	.....
16 Vt. Valley R. R.* .....	.....	.....	.....	.....	.....
17 W. R. R. R. Co.* .....	.....	.....	.....	.....	.....
18 W. Ry. Co.* .....	.....	.....	.....	.....	.....
	83,901,649	30.01	328	192,578,752	9,082,218

* All in Vermont. See Table L.

TABLE L.

CAR MILEAGE, ETC., FOR YEAR ENDING JUNE 30, 1906.

Mileage of Empty Cars North or East.	Mileage of Empty Freight Cars South or West.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Number of Tons of Freight Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Mile.	Average Mileage Operated During Year.	
726,622	4,453,418	29.79	20.63	9.16	293.15	14.21	172.13	1
49,636,782	.....	21.30	16.09	5.21	211.01	13.11	2,286.90	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	16.28	4
1,839,709	2,411,252	24.43	18.02	6.41	359.42	19.95	248.77	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	57.10	.....	25.00	7
7,699,604	3,835,737	27.38	20.11	7.27	282.76	14.06	815.93	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
1,557,928	231,720	13.64	9.02	4.62	126.50	14.02	184.40	11
3,203,751	1,097,824	21.38	16.16	5.22	223.02	13.80	468.11	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
64,664,396	12,029,951	137.92	100.03	37.89	1,552.96	89.15	4,217.52	19

TABLE LI.

CAR MILEAGE, ETC., FOR YEAR ENDING JUNE 30, 1907.

Mileage of Empty Cars North or East.	Mileage of Empty Freight Cars South or West.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Number of Tons of Freight Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Mile.	Average Mileage Operated During Year.	
1,068,118	2,939,560	27.29	20.47	6.82	292.61	14.33	175.29	1
49,666,870	.....	20.46	15.56	4.90	226.51	14.56	2,288.08	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	5,746,968	23.00	19.10	3.90	178.77	9.36	536.10	4
.....	.....	.....	.....	.....	.....	.....	.....	5
1,605,569	2,052,743	21.27	16.42	4.85	341.28	20.79	250.64	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	71.12	.....	25.00	8
8,256,813	3,589,054	25.42	18.66	6.76	279.73	14.99	844.86	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
1,307,300	217,208	12.80	8.90	3.90	122.09	13.71	184.40	13
4,002,210	1,575,655	22.08	16.14	5.94	230.77	14.30	468.11	14
.....								15
.....								16
.....							20.00	17
.....								18
65,906,880	16,121,188	152.32	115.25	37.07	1,742.88	102.04	4,792.48	19

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TABLE LII.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Mileage of Revenue Passenger Trains	Mileage of Locomotives Employed in Helping Passenger Trains	Percentage of "Helping" to Revenue Train Mileage
1 A. & St. L. R. R. Co.....	65,538	244	00.37
2 Barre Railroad.....	1,620		
3 B. & M. R. R.....			
4 Bristol R. R.....			
5 C. Vt. Ry. Co.....	683,877		
6 C. & P. R. R.....			
7 D. & H. Co.....			
8 H. & W. R. R. Co.....			
9 H. T. & W. R. R. Co.....			
10 M. C. R. R. Co.....	19,542	107	00.55
11 M. D. & G. R. R. Co.....			
12 M. & W. R. R. R.....	74,238		
13 M. & A. Ry. Co.....	44,508		
14 Rutland R. R.....	719,607		
15 St. J. & L. C. R. R. Co.....	144,411	102	00.67
16 Vt. Valley R. R.....	77,034	120	00.16
17 W. R. R. Co.....			
18 W. Ry. Co.....			
	1,829,775	573	1.15

TABLE LIII.

TRAFFIC AND MILEAGE STATISTICS. STATE OF VERMONT.

NAME OF RAILROAD	Mileage of Revenue Passenger Trains	Mileage of Locomotives Employed in Helping Passenger Trains	Percentage of "Helping" to Revenue Train Mileage
1 A. & St. L. R. R. Co.....	68,418	243	00.37
2 Barre Railroad.....	1,456		
3 B. & M. R. R.....			
4 Bristol R. R.....			
5 C. Vt. Ry. Co.....	720,011		
6 C. & P. R. R.....			
7 D. & H. Co.....			
8 H. & W. R. R. Co.....			
9 H. T. & W. R. R. Co.....			
10 M. C. R. R. Co.....	19,204	119	00.62
11 M. D. & G. R. R. Co.....			
12 M. & W. R. R. R.....	74,010		
13 M. & A. Ry. Co.....	44,656		
14 Rutland R. R.....	641,640		
15 St. J. & L. C. R. R. Co.....	154,711	1,259	00.81
16 Vt. Valley R. R.....	79,850	1,224	1.53
17 W. R. R. Co.....			
18 W. Ry. Co.....			
	1,801,951	2,845	3.33

TABLE LII.

TRAIN MILEAGE FOR YEAR ENDING JUNE 30, 1906.

Mileage of Revenue Mixed Trains	Mileage of Revenue Freight Trains	Mileage of Locomotives Employed in Helping Mixed and Freight Trains	Percentage of "Helping" to Revenue Train Mileage	Total Revenue Train Mileage	Mileage of Non-Revenue Trains	
.....	111,054	9,865	8.88	176,562	11,264	1
.....	10,329	.....	.....	11,949	472	2
15,000	.....	.....	.....	.....	.....	3
96,441	843,001	.....	.....	1,603,319	517,021	4
.....	.....	.....	.....	.....	.....	5
.....	5,890	.....	.....	5,890	.....	6
.....	.....	.....	.....	.....	.....	7
4,690	12,944	373	02.20	36,516	900	8
.....	.....	.....	.....	.....	.....	9
26,712	29,911	.....	.....	130,861	.....	10
.....	73,534	.....	.....	.....	118,042	11
104,542	377,293	.....	.....	1,200,752	36,180	12
23,372	177,183	20,083	10.01	344,916	163,744	13
.....	146,889	218	00.15	223,923	58,461	14
.....	.....	.....	.....	.....	.....	15
33,630	.....	.....	.....	33,630	700	16
.....	.....	.....	.....	.....	.....	17
303,127	1,767,888	30,539	21.24	3,767,748	846,254	18

TABLE LIII.

TRAIN MILEAGE FOR YEAR ENDING JUNE 30, 1907.

Mileage of Revenue Mixed Trains	Mileage of Revenue Freight Trains	Mileage of Locomotives Employed in Helping Mixed and Freight Trains	Percentage of "Helping" to Revenue Train Mileage	Total Revenue Train Mileage	Mileage of Non-Revenue Trains	
.....	110,736	9,648	8.71	177,149	3,348	1
.....	13,459	.....	.....	14,915	.....	2
14,560	.....	.....	.....	.....	.....	3
86,665	810,342	.....	.....	1,617,018	521,533	4
.....	.....	.....	.....	.....	.....	5
.....	5,890	.....	.....	5,890	.....	6
.....	.....	.....	.....	.....	.....	7
3,767	13,960	335	1.80	36,931	1,667	8
.....	.....	.....	.....	.....	.....	9
26,734	31,192	.....	.....	131,946	.....	10
.....	75,091	.....	.....	119,747	.....	11
103,004	431,335	.....	.....	1,176,579	30,311	12
23,265	168,280	16,722	8.73	346,196	88,879	13
.....	140,072	288	.19	228,022	68,662	14
.....						15
32,895				32,895	875	16
.....						17
290,830	1,800,957	26,993	19.52	3,888,178	705,275	18

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TABLE LIV.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD		Mileage of Revenue Passenger Trains	Mileage of Locomotives Employed in Helping Passenger Trains	Percentage of "Helping" to Revenue Train Mileage
1	A. & St. L. R. R. Co.....	397,821	764	00.19
2	* Barre Railroad.....			
3	B. & M. R. R.....	11,534,018	15,899	00.14
4	* Bristol R. R.....			
5	* C. Vt. Ry. Co.....			
6	* C. & P. R. R.....			
7	D. & H. Co.....	1,338,041	2,478	00.18
8	* H. & W. R. R. Co.....			
9	H. T. & W. R. R. Co.....	31,297		
10	M. C. R. R. Co.....	2,110,918	4,956	00.24
11	* M. D. & G. R. R. Co.....			
12	* M. & W. R. R. R.....			
13	M. & A. Ry. Co.....	187,755	616	00.45
14	Rutland R. R.....	974,748		
15	* St. J. & L. C. R. R. Co.....			
16	* Vt. Valley R. R.....			
17	* W. R. R. R. Co.....		10	
18	* W. Ry. Co.....			
		16,524,598	24,713	1.20

* All in Vermont. See Table LII.

TABLE LV.

TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES.

NAME OF RAILROAD		Mileage of Revenue Passenger Trains	Mileage of Locomotives Employed in Helping Passenger Trains	Percentage of "Helping" to Revenue Train Mileage
1	A. & St. L. R. R. Co.....	402,240	455	00.11
2	* Barre Railroad.....			
3	B. & M. R. R.....	12,158,394	20,694	00.23
4	* Bristol R. R.....			
5	* C. Vt. Ry. Co.....	1,131,763		
6	* C. & P. R. R.....			
7	D. & H. Co.....	1,348,496	1,923	
8	* H. & W. R. R.....			
9	H. T. & W. R. R. Co.....	32,269		
10	M. C. R. R. Co.....	2,224,657	12,219	00.54
11	* M. D. & G. R. R. Co.....			
12	* M. & W. R. R. R.....			
13	M. & A. Ry. Co.....	138,173	619	00.45
14	Rutland R. R.....	973,638		
15	* St. J. & L. C. R. R.....			
16	* Vt. Valley R. R.....			
17	* W. R. R. R. Co.....			
18	* W. Ry. Co.....			
		18,308,990	44,310	1.33

* All in Vermont. See Table LIII.

TABLE LIV.

TRAINS MILEAGE FOR YEAR ENDING JUNE 30, 1906.

Mileage of Revenue Mixed Trains	Mileage of Revenue Freight Trains	Mileage of Locomotives Employed in "Helping" Mixed and Freight Trains	Percentage of "Helping" to Revenue Train Mileage	Total Revenue Train Mileage	Mileage of Non-Revenue Trains	
1,363	563,908	41,423	7.33	963,092	34,427	1
150,177	9,377,689	365,096	3.83	21,061,884	9,834,267	2
						3
						4
						5
37,295	626,194	55,973	90.08	2,001,530	32,218	6
7,242	7,795			46,334	614	7
86,134	1,490,971	65,949	4.16	3,897,023	197,828	8
						9
						10
159,683	227,584	10,800	2.79	525,023	12,628	11
136,468	687,983			1,799,199	48,067	12
						13
						14
						15
						16
						17
						18
578,362	12,991,124	539,241	18.19	30,094,084	10,160,049	

TABLE LV.

TRAIN MILEAGE FOR YEAR ENDING JUNE 30, 1907.

Mileage of Revenue Mixed Trains	Mileage of Revenue Freight Trains	Mileage of Locomotives Employed in "Helping" Mixed and Freight Trains	Percentage of "Helping" to Revenue Train Mileage	Total Revenue Train Mileage	Mileage of Non-Revenue Trains	
1,402	586,968	39,114	6.66	990,610	31,293	1
125,150	10,015,586	334,369	3.49	22,269,139	10,361,141	2
133,733	1,341,322			2,606,818	770,301	3
40,885	712,867	61,765		2,002,248	43,174	4
7,274	7,802			47,285	308	5
78,059	1,674,948	71,345	4.07	3,977,664	235,065	6
						7
						8
						9
						10
158,978	232,364	10,880	2.78	529,465	14,465	11
134,801	802,998			1,910,947	32,063	12
						13
						14
						15
						16
						17
						18
630,331	15,374,855	537,453	17.00	34,364,176	11,487,800	

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TABLE LVI.

RENEWALS OF TIES FOR YEAR ENDING JUNE 30, 1906.

NAME OF RAILROAD	Tamarack	Chestnut	Hard Pine	Cedar	Oak	Hemlock	Switch	Total	Average Price at Distributing Point Cents
1 A. & St. L. R. R. Co.	...	...	...	9,079	5,536	...	...	14,615	.41
2 Barre Railroad	...	...	...	1,684	...	3,380	...	5,064	.52
3 B. & M. R. R.	249	37,640	962	12,468	4,351	2,151	1,128	58,949	.42
4 Bristol R. R. Co.	1,500	...	...	...	...	...	...	...	...
5 C. V. Ry. Co.	...	121,781*	...	...	...	...	...	121,781	.45
6 C. & P. R. R.	...	...	...	...	...	...	...	...	.45
7 D. & H. Co.	...	3,300	...	...	...	...	...	...	.45
8 H. & W. R. R.	...	...	...	...	...	5,600	...	102,174	.738
9 H. T. & W. R. R. Co.	...	8,363	...	...	...	...	...	5,600	.26
10 M. C. R. R. Co.	3,517	...	10,590	260,352	...	31,207	...	8,363	.17
11 M. D. & G. R. R.	...	...	...	16,521	...	...	...	305,666	.394
12 M. & W. R. R.	...	...	...	2,000	...	10,465	...	...	...
13 M. & A. Ry. Co.	1,900	...	...	...	...	2,000	...	26,986	.513
14 Rutland R. R.	...	135,000(1)	...	...	...	...	...	5,900	.35
15 St. J. & L. C. R. R. Co.	398	1,986	...	13,423	...	...	...	135,000	.45
16 Vt. Valley R. R.	...	8,150	...	...	29	14,952	119	30,907	.84
17 W. R. R. Co.	...	...	...	...	674	...	120	8,944	.44
18 Woodstock Ry. Co.	...	...	...	4,824	...	...	...	...	...
	7,564	312,920	14,852	320,351	10,590	69,755	1,367	834,773	.53
									12.820

* Includes Cedar and Yellow Pine.

(1) Includes Hard Pine, Cedar and Oak.

TABLE LVII.

RENEWALS OF TIES FOR YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	Tie-track	Chestnut	Hard Pine	Cedar	Oak	Hemlock	Switch	Hardwood	Total	Average Price at Distributing Point
1 A. & St. L. R. R. Co.	.....	.....	.....	1,724	932	.....	.....	.....	2,656	.39
2 Barre Railroad	.....	.....	.....	1,387	.....	.....	.....	.....	3,008	.597
3 B. & M. R. R.	.....	26,928	.....	18,944	650	1,018	330	.....	51,558	.45
4 Bristol R. R. Co.	.....	.....	.....	.....	.....	5,406	.....	.....	800	.40
5 C. V. Ry. Co.	.....	81,163*	.....	.....	.....	.....	.....	.....	81,163	.50
6 C. & P. R. R.	3,000	.....	.....	.....	.....	.....	.....	.....	3,000	.....
7 D. & H. Co.	.....	.....	.....	.....	.....	.....	.....	78,361	78,361	.814
8 H. & W. R. R.	.....	.....	.....	.....	.....	4,300	.....	.....	4,300	.40
9 H. T. & W. R. R. Co.	.....	5,798	.....	.....	.....	.....	.....	.....	5,798	.243
10 M. C. R. R. Co.	2,462	.....	13,580	311,748	.....	21,223	.....	.....	352,013	.437
11 M. D. & G. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 M. & W. R. R.	.....	.....	.....	21,276	.....	435	.....	.....	21,711	.531
13 M. & A. Ry. Co.	7,864 (1)	.....	.....	.....	.....	.....	.....	.....	7,864	.58
14 Rutland R. R.	.....	137,000 (2)	.....	.....	.....	.....	.....	.....	137,000	.48
15 St. J. & L. C. R. R. Co.	519	5,657	.....	14,192	.....	11,926	67	.....	31,661	.46
16 Vt. Valley R. R.	.....	10,018	.....	1,807	784	.....	253	.....	12,862	.50
17 W. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18 W. Ry. Co.	.....	.....	.....	4,558	.....	.....	.....	.....	4,558	.584
	13,845	265,864	13,580	375,676	2,366	47,208	650	78,361	798,313	7.306

* Includes Cedar and Pine.

(1) Includes Hemlock and Cedar.

(2) Includes Cedar, Hard Pine and Oak.

PAGE 69. **TABLE LVIII.**
RENEWALS OF RAILS YEAR ENDING JUNE, 1906.

NAME OF RAILROAD	IRON		STEEL		Average Price at Distribution Point Dollars.	
	Tons.	Tons.	Weight Per Yard Pounds.			
1 A. & St. L. R. R. Co.	...	195.	80	\$ 27.15	1	
2 Barre Railroad	...	...	...	...	2	
3 B. & M. R. R.	...	2789.	...	29.12	3	
4 Bristol R. R.	...	...	...	...	4	
5 C. V. Ry. Co.	...	615.30	...	24.00	5	
6 C. & P. R. R.	...	6536.75	...	28.85	6	
7 D. & H. Co.	4,194	...	...	...	7	
8 H. & W. R. R. Co.	...	...	...	...	8	
9 H. T. & W. R. R. Co.	...	...	...	...	9	
10 M. C. R. R. Co.	...	7052.34	...	30.15	10	
11 M. D. & G. R. R. Co.	...	...	...	...	11	
12 M. & W. R. R. R.	...	1.20	60	31.00	12	
13 M. & A. Ry. Co.	...	94.	80	31.00	13	
14 Rutland R. R.	...	...	...	...	14	
15 St. J. & L. C. R. R. Co.	...	547.	...	19.57	15	
16 Vt. Valley R. R.	...	185.	...	26.88	16	
17 W. R. R. Co.	...	...	...	...	17	
18 W. Ry. Co.	...	...	...	...	18	
	4,194	18,015.59	220	\$246.72		

RENEWALS OF RAILS YEAR ENDING JUNE 30, 1907.

NAME OF RAILROAD	IRON.			STEEL.		
	Tons.	Weight Per Yard Pounds.	Average Price per Ton at Distributing Point. Dollars.	Tons.	Weight Per Yard Pounds.	Average Price per Ton at Distributing Point. Dollars.
1 A. & St. L. R. R. Co.	..	..	..	..	..	..
2 Barre Railroad	..	..	..	..	..	..
3 B. & M. R. R.	..	..	..	..	..	..
4 Bristol R. R.	..	..	..	..	..	..
5 C. V. Ry. Co.	..	..	..	..	..	..
6 C. & P. R. R.	..	..	..	..	..	..
7 D. & H. Co.	..	..	..	..	..	..
8 H. & W. R. R. Co.	2,427	59	\$27.46	..	..	..
9 H. T. & W. R. R. Co.	..	..	..	..	..	..
10 M. C. R. R. Co.	..	..	..	..	..	..
11 M. D. & G. R. R. Co.	..	..	..	..	..	..
12 M. & W. R. R. R.	..	..	..	..	..	..
13 M. & A. Ry. Co.	..	..	..	..	..	..
14 Rutland R. R.	..	..	..	..	..	..
15 St. J. & L. C. R. R. Co.	..	..	..	..	..	..
16 Vt. Valley R. R.	..	..	..	..	..	..
17 W. R. R. R. Co.	..	..	..	..	..	..
18 W. Ry. Co.	..	..	..	..	..	..
	2,427	59	\$27.46	22,049.01	875	\$241.57

ELECTRIC RAILWAYS

ELECTRIC RAILWAYS

PHYSICAL CONDITION OF ELECTRIC RAILWAYS.

On January 1, 1907, was accomplished the merger of the Bennington & North Adams Street Railway Company with the Bennington & Hoosick Valley Railway Company, as authorized by No. 311, Acts 1906, the united companies taking the name of the "Bennington & North Adams Street Railway Company." The new part of the combined roads, extending from Bennington through Pownal to the State Line, a distance of about 11½ miles, was put in operation in June, 1907, and is one of the best constructed and most thoroughly equipped street railways in New England. The new company intend to make such extensive improvements in the physical condition and equipment of the road formerly operated by the Bennington & Hoosick Valley Railway Company as will make the whole system a credit to the State.

The electric street railways operated respectively by the Burlington Traction Company, The Military Post Street Railway Company, and the Rutland Railway Light & Power Company and the Springfield Electric Railway Company are in good physical condition, well equipped, and satisfactorily operated. The Brattleboro and Bellows Falls & Saxtons River electric roads are in fair condition. The Barre and Montpelier Electric road has recently changed owners, having been purchased by Mr. F. M. Corry and others of Montpelier. This road needs cars of larger capacity than the present cars, double trucked and operated with air brakes, all of which would accommodate the traffic better and more safely. Generally speaking, the track and road-bed of this line is in good condition and the bridges substantial and well kept.

The St. Albans Street Railway is operated by receivers appointed in 1905 by the United States Circuit Court. The road-bed and equipment are not properly kept up. We

found some of the bridges that needed immediate repairs, which the management promised to make, and which we shall require to be done right away.

Since the last report, very little improvement has been made in the physical condition of the Mount Mansfield electric railway, and none in its equipment. This corporation always had a hard struggle to exist. And in February, 1907, foreclosure proceedings were brought against it in the United States Circuit Court by the American Trust Company of Boston, the trustee for the bondholders under the mortgage, and a receiver was thereupon appointed who operated the road till December 20, 1907. The property was bonded for \$200,000; and on October 2, 1907, when a decree for the petitioner was entered in the foreclosure proceedings, the interest amounted to \$96,274, making the total mortgage indebtedness \$296,274. On December 20, 1907, the property was sold at public auction under said decree to Arthur H. Soden of Boston, who was the highest bidder, for \$22,500. Mr. Soden has since operated the road. This road needs more power and much improvement in its road-bed. Unless the road is so improved the time will come shortly when we shall be obliged to issue an order to prevent its operation, for the risk is getting to be too great.

**Reports Exacted from Electric
Railway Companies.**

GENERAL INFORMATION

BARRE & MONTPELIER POWER & TRACTION CO.

OFFICERS.

Title.	Name.	Location of Office.
President,	Frank M. Corry,	Montpelier, Vt.
First Vice-President,	Henry K. Bush,	Barre, Vt.
Secretary,	Edward H. Deavitt,	Montpelier, Vt.
Treasurer,	Edward H. Deavitt,	Montpelier, Vt.
General Manager,	I. M. Frost,	Montpelier, Vt.
Superintendent,	F. H. Andrus,	Montpelier, Vt.

DIRECTORS.

Name.	Post Office Address.
Frank M. Corry,	Montpelier, Vt.
Henry K. Bush,	Barre, Vt.
Thomas J. Deavitt,	Montpelier, Vt.
D. M. Miles,	Barre, Vt.
I. M. Frost,	Montpelier, Vt.
Edward H. Deavitt,	Montpelier, Vt.

Post office address of general office: Barre, Vt.

Post office address of operating office: Barre, Vt..

HISTORY.

Charter: No. 98, Acts 1892; No. 205, Acts 1896. Company organized 1897. Road opened, June 29, 1898. Passenger service only.

BELLOWS FALLS & SAXTONS RIVER RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
President,	Dennis A. Blakeslee,	New Haven, Conn.
Vice-President,	Joel H. Holton,	Bellows Falls, Vt.
Secretary,	George A. Weston,	Bellows Falls, Vt.
Treasurer,	Samuel C. Morehouse,	New Haven, Conn.
General Manager,	William J. Sanford,	Bellows Falls, Vt.
General Counsel,	George A. Weston,	Bellows Falls, Vt.

DIRECTORS.

Name.	Post Office Address.
Dennis A. Blakeslee,	New Haven, Conn.
Joel H. Holton,	Bellows Falls, Vt.
E. L. Walker,	Bellows Falls, Vt.
Samuel C. Morehouse,	New Haven, Conn.
Charles W. Blakeslee,	New Haven, Conn.
J. F. Alexander,	Saxtons River, Vt.
George A. Weston,	Bellows Falls, Vt.

Post office address of general office: Bellows Falls, Vt.

HISTORY.

Charter: No. 135, Acts 1892; No. 206, Acts 1896; No. 168, Acts 1898. Road opened for operation, July 1900. Passengers and freight carried.

BENNINGTON & HOOSICK VALLEY RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	C. S. Mellen,	New Haven, Conn.
First Vice-President,	Calvert Townley,	New Haven, Conn.
Secretary and Treas.,	I. E. Gibson,	Bennington, Vt.
Asst. Secretary,	J. G. Parker,	New Haven, Conn.
Asst. Treasurer,	A. S. May,	New Haven, Conn.
Gen. Superintendent,	Geo. E. Greene,	Hoosick Falls, N. Y.

DIRECTORS.

Name.	Post Office Address.
C. S. Mellen,	New Haven, Conn.
Calvert Townley,	New Haven, Conn.
A. M. Kochersperger,	New Haven, Conn.
John J. Parker,	New Haven, Conn.
A. S. May,	Bridgeport, Conn.
T. J. Paradise,	Stamford, Conn.
Henry W. Ely,	Westfield, Mass.
I. E. Gibson,	Bennington, Vt.
Geo. E. Greene,	Hoosick Falls, N. Y.

Post office address of general office: Hoosick Falls, N. Y.

HISTORY.

Bennington Electric Railway Company chartered No. 239, Acts 1894. Consolidated with Hoosick Railway Company, (charter in New York) by authority of No. 169, Acts 1898. Whole line commenced to operate July 1, 1898. Total mileage, 16½ miles. Mileage in Vermont, about 8 miles. Chartered to carry both freight and passengers. Annual meeting third Tuesday in September each year. This company was, on January 1, 1907, merged with the Bennington and North Adams Street Railway Company as indicated in the next section.

BENNINGTON & NORTH ADAMS STREET RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President,	C. S. Mellen,	New Haven, Conn.
First Vice-President,	Calvert Townley,	New Haven, Conn.
Second Vice-President,	H. M. Kochersperger,	New Haven, Conn.
Treasurer,	O. M. Barber,	Bennington, Vt.
Asst. Treasurer,	A. S. May,	New Haven, Conn.
Auditor,	C. L. Campbell,	New Haven, Conn.
General Manager,	Levenworth Wheeler,	Pittsford, Mass.
Supt. Hoosick Falls Division,	G. E. Greene,	Hoosick Falls, N. Y.

DIRECTORS.

Name.	Post Office Address.
C. S. Mellen,	New Haven, Conn.
Calvert Townley,	New Haven, Conn.
H. M. Kochersperger,	New Haven, Conn.
J. G. Parker,	New Haven, Conn.
E. G. Buckland,	Providence, R. I.
Henry E. Ely,	Westfield, Mass.
A. B. Gardner,	Pownal, Vt.
I. E. Gibson,	Bennington, Vt.
G. E. Greene,	Hoosick Falls, N. Y.

HISTORY.

Charter: The first Bennington & North Adams Street Railway Company was incorporated by No. 166, Acts 1902; amended by No. 312, Acts 1906. By No. 311, Acts 1906, this Company was authorized to consolidate with the Bennington & Hoosick Valley Railway Company; and that consolidation and merger was accomplished on January 1, 1907, by merger agreement executed by the directors of the two companies, the united companies taking the name of the "Bennington & North Adams Street Railway Company." The total cost of the construction and equipment of the two roads is \$1,250,437.35. The new part of the line, extending from Bennington through Pownal, to the State line, a distance of about 11½ miles, was put in operation in June, 1907. The total length of the road from Hoosick Falls, N. Y. to the Massachusetts state line is about twenty-seven and one-half miles.

BRATTLEBORO STREET RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Wm. M. Wherry,	30 Pine St., New York.
Vice-President,	Wm. C. Pratt,	30 Pine St., New York.
Asst. Manager,	F. P. Woy,	Brattleboro, Vt.
Secretary,	Geo. D. Martin,	30 Pine St., New York.
Treasurer,	Geo. D. Martin,	30 Pine St., New York.

Asst. Treasurer,	H. G. Villard,	30 Pine St., New York.
Auditor,	R. H. Rucker,	27 Pine St., New York.
General Manager,	I. L. Meloon,	30 Pine St., New York.
General Counsel,	H. G. Villard,	43 Cedar St., New York.
Supt. Railroad Dept.,	Tripp,	Brattleboro, Vt.

DIRECTORS.

Name.	Post Office Address.
H. G. Villard,	New York City.
Wm. M. Wherry,	New York City.
Wm. C. Pratt,	New York City.
Geo. D. Martin,	New York City.
G. Ulbricht,	New York City.

Post office address of general office: Brattleboro, Vt.

HISTORY.

Charter: No. 207, Acts 1888; No. 208, Acts 1896; No. 140, Acts 1900. Company organized January 21, 1893. Road opened for operation, August, 1895. The Brattleboro Street Railway Company sold and transferred all its property to the Twin State Gas and Electric Company, a Connecticut Corporation which took possession September 1, 1906. Passenger service only.

BURLINGTON TRACTION COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elias Lyman,	Burlington, Vt.
First Vice-President,	John J. Flynn,	Burlington, Vt.
Secretary,	C. W. Brownell,	Burlington, Vt.
Treasurer,	W. F. Hendee,	Burlington, Vt.
Auditors,	John J. Flynn and C. W. Brownell,	Burlington, Vt.
Superintendent,	Thos. B. Jones,	Burlington, Vt.

DIRECTORS.

Name.	Location of Office.
Elias Lyman,	Burlington, Vt.
W. F. Hendee,	Burlington, Vt.
A. E. Richardson,	Burlington, Vt.
John J. Flynn,	Burlington, Vt.
C. W. Brownell,	Burlington, Vt.
A. O. Humphrey,	Burlington, Vt.
L. H. Turk,	Burlington, Vt.

Post office address of general office: Burlington, Vt.

HISTORY.

This road was chartered as the Winooski and Burlington Horse Railroad Company by No. 226, Acts 1872; No. 189, Acts 1886; and No. 212, Acts of 1888. The name was changed to the Burlington Traction Company by No. 222, Acts 1896. The Company was organized in September, 1885, and was equipped with electric power September 5, 1893. Passenger service only.

MILITARY POST STREET RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. F. Hendee,	Burlington, Vt.
First Vice-President,	A. O. Humphrey,	Burlington, Vt.
Secretary,	C. W. Brownell,	Burlington, Vt.
Treasurer,	John J. Flynn,	Burlington, Vt.
Auditors,	A. O. Humphrey and C. W. Brownell,	Burlington, Vt.
Superintendent,	T. B. Jones,	Burlington, Vt.

DIRECTORS.

Name.	Post Office Address.
W. F. Hendee,	Burlington, Vt.
John J. Flynn,	Burlington, Vt.
Elias Lyman,	Burlington, Vt.
A. O. Humphrey,	Burlington, Vt.
C. W. Brownell,	Burlington, Vt.
A. E. Richardson,	Burlington, Vt.
L. H. Turk,	Burlington, Vt.

Post office address of general office: Burlington, Vt.

HISTORY.

Charter: No. 159, Acts 1892; No. 211, Acts 1896. Company organized December 7, 1893. Road opened, July 27, 1895. Passenger service only. Operated in connection with Burlington Traction Company.

MOUNT MANSFIELD ELECTRIC RAILWAY.

OFFICERS.

Title	Name.	Location of Office.
President,	A. H. Soden,	Boston, Mass.
First Vice-President,	P. D. Pike,	Stowe, Vt.
Secretary,	L. C. Moody,	Waterbury, Vt.
Treasurer,	W. B. Macutchan,	Stowe, Vt.
Auditors,	L. C. Moody,	Waterbury, Vt.
	H. W. Barrow,	Stowe, Vt.
	C. Bartlett,	Derry, N. H.
General Manager,	C. E. Burt,	Stowe, Vt.
General Counsel,	L. C. Moody,	Waterbury, Vt.
Superintendent,	W. B. Macutchan,	Stowe, Vt.

C. E. Burt, Stowe, Vt., appointed Receiver March 13, 1907.

DIRECTORS.

Name.	Post Office Address.
A. H. Soden,	Boston, Mass.
G. R. Bartlett,	Derry, N. H.
F. J. Shepard,	Derry, N. H.
G. E. Moody,	Waterbury, Vt.
C. E. Burt,	Stowe, Vt.
C. L. McMahon,	Stowe, Vt.
P. D. Pike,	Stowe, Vt.

Post office address of general office: Stowe, Vt.

HISTORY.

Charter: No. 241, Acts 1894. Company organized January 21, 1895. Road commenced to operate December 1, 1897. On February, 1907, suit to foreclose the mortgage on this property was brought in the United States Circuit Court by The American Trust Co. of Boston, trustee under the mortgage; and forthwith C. E. Burt of Stowe was by said Court appointed Receiver and as such operated the road till December 20, 1907. Decree for the petitioner was entered in the foreclosure suit on October 2, 1907; and under that decree the property was advertized, and sold to Arthur H. Soden of Boston, on December 20, 1907, for \$22,500. Mr. Soden has since operated the road. The amount of the mortgage indebtedness was \$292,274.

RUTLAND LIGHT AND POWER CO.

OFFICERS.

Title.	Name.	Location of Office.
President,	G. T. Rogers,	Binghamton, N. Y.
Vice-President,	Leo H. Wise,	New York, N. Y.
Secretary & Treasurer,	C. H. West,	Rutland, Vt.
General Manager,	David Fox,	Rutland, Vt.
General Counsel,	Butler & Moloney,	Rutland, Vt.

DIRECTORS.

Name.	Post Office Address.
G. T. Rogers,	Binghamton, N. Y.
Leo H. Wise,	New York, N. Y.
Leroy W. Baldwin,	New York, N. Y.
Geo. T. Chaffee,	Rutland, Vt.
C. H. West,	Rutland, Vt.

Date of last meeting for election of directors: Second Monday in July, 1907.

Post office address of general office: Rutland, Vt.

HISTORY.

Organized under a special charter granted by the Vermont Legislature July 20, 1885, and built as a horse railway. Changed to overhead trolley electric railway in Summer of 1894. The Rutland Railway Light and Power Company is the consolidation of the Rutland Street Railway Company, the Chittenden Power Co., the Peoples Gas Light Co., and the Vermont Internal Improvement Company. Agreement of merger and consolidation dated Jan. 27, 1906.

ST. ALBANS STREET RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Receivers,	W. H. Vorce, F. B. Smith,	Dover, N. J. Worcester, Mass.
General Manager,	F. H. Foote,	St. Albans, Vt.

Post office address of general office: St. Albans, Vt.

HISTORY.

Charter: No. 140, Acts 1892; No. 178, Acts 1898; No. 156, Acts of 1900. Company organized 1900. Road opened August, 1901. Passenger and freight service authorized by charter. Receivership since September 2, 1905.

SPRINGFIELD ELECTRIC RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
President,	Edward C. Crosby,	Brattleboro, Vt.
Vice-President,	M. A. Coolidge,	Fitchburg, Mass.
Secretary,	A. J. Crosby,	Springfield, Vt.
Treasurer,	M. A. Coolidge,	Fitchburg, Mass.
Auditor,	W. W. Brown,	Springfield, Vt.
General Manager,	Edward C. Crosby,	Brattleboro, Vt.
General Counsel,	E. B. Flnn,	Springfield, Vt.
Division Supt.,	A. J. Crosby,	Springfield, Vt.

DIRECTORS.

Name.	Post Office Address.
Edward C. Crosby,	Brattleboro, Vt.
M. A. Coolidge,	Fitchburg, Mass.
W. W. Brown,	Springfield, Vt.
A. J. Crosby,	Springfield, Vt.

Post office address of general office: Springfield, Vt.

HISTORY.

Charter: No. 242, Acts 1894; No. 220, Acts 1896. Company organized, 1896. Road opened, 1897. A freight and passenger road.

TWIN STATE GAS AND ELECTRIC COMPANY.

(SEE BRATTLEBORO STREET RAILROAD COMPANY.)

**Tables of Statistics Compiled From Reports Filed
With This Board By Electric Railway
Companies**

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TABLE I.
DESCRIPTION OF LINES AND MILEAGE.

NAME OF COMPANY.	From	To	Length of Road (First Main Track.)	Length of Second Main Track.	Total Length of Main Tracks.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1 Barre & Montpelier P. & T. Co.	Barre	Montpelier	9.187	...	9.187	.011	9.198
2 Bellows Falls & Saxtons R. St. Ry. Co.	Bellows Falls	Saxtons River	6.250	...	6.250	.295	6.545
3 Benn. & No. Adams St. Ry. Co.	Hoosac Falls, N. Y.	Bennington, Vt.	(1) 10.000	...	16.000	.640	16.640
4 Burlington Trac. Co.	Bennington Vt.	Mass. State Line	11.468	...	11.468	.765	12.233
5 Military Post St. Ry. Co.	Winooski	Easex Junction	11.000	...	11.000	...	11.000
6 Mt. Mansfield Elec. Ry.	Stowe	Waterbury	5.000	...	5.000	...	5.000
7 Rutland Ry. Lt. & P. Co.	Rutland (Grove St. Jet.)	Fair Haven	10.500	...	10.500	.750	11.250
	North Belt Line	In Rutland	15.690	...	15.690	.390	16.080
	South Belt Line	In Rutland	2.740	...	2.740	...	2.740
	Castleton Corners	Lake Bomoseen	2.550	...	2.550	.130	2.680
	St. Albans Bay	St. Albans City	2.520	...	2.520	.090	2.610
8 St. Albans Elec. Ry. Co.	St. Albans City	Swanton	12.700	...	12.700	...	12.700
9 Springfield Elec. Ry. Co.	Springfield, Vt.	Charleston, N. H.	(2) 4.500	.665	7.165	1.152	8.317
10 Twin State Gas & Elec. Co. (Brattleboro Elec. R. R.)	West Brattleboro	Cemetery Hill	4.750	...	4.750	.250	5.000
			116.855	.665	117.520	4.472	121.993

(1) About 8 miles in New York.

(2) About 2½ miles in New Hampshire.

TABLE II.
CAPITAL STOCK—JUNE 30, 1907.

	NAME OF COMPANY.	Authorized.	Outstanding.	Par Value per Share.	Dividends.		Stockholders.		Amount of Stock held in Vermont.	Stock issued per mile of road.
					Rate.	Amount.	Total number.	Number in Vt.		
1	B. & M. P. & T. Co.	\$ 150,000.00	\$ 120,000.00	\$.25	...	None	18	14	\$113,800.00	\$13,045.00
2	B. P. & S. R. St. Ry. Co.	100,000.00	100,000.00	100	...	None	8	4	6,400.00	16,000.00
3	B. & N. A. St. Ry. Co.	650,000.00	650,000.00	100	...	None	13	9	*	23,053.00
4	Burlington Traction Co.	200,000.00	200,000.00	100	6	\$12,000	42	38	194,700.00	18,181.00
5	Military Post St. Ry. Co.	100,000.00	100,000.00	100	6	6,000	8	8	100,000.00	20,000.00
6	Mr. Mansfield Elec. Ry.	300,000.00	300,000.00	100	...	None	28	20	51,000.00	26,066.06
7	Rutland Ry. Lt. & P. Co.	2,000,000.00	1,500,000.00	100	...	None	48	28	26,000.00	63,829.78
8	St. Albans St. Ry. Co.	200,000.00	200,000.00	100	...	None	8	8	3	15,748.00
9	(1) Springfield Elec. Ry. Co. Pfd.	75,000.00	75,000.00	100	...	None	10	7	52,900.00	10,407.00
10	(2) Twin C. G. & E. Co. Com....	1,500,000.00	1,250,000.00	100	...	None	38	3	13,900.00	*
		\$5,525,000.00	\$4,645,000.00							

* No data.

(1) Includes Cheshire Bridge Co. and Springfield Elec. Ry. Co. of N. H., all owned by Springfield Elec. Ry. Co. of Vermont.

(2) See "General Information."

TABLE III.

FUNDED DEBT,

NAME OF COMPANY.	Description Bonds.	Date of Issue.
1 Barre & Montpelier P. & T. Co.	1st Mortgage.	Nov. 1, 1897
2 Bellows Falls & S. R. St. Ry. Co.	Benn. & No. Adams St. Ry. Co. 1st Mtge. (2) Benn. & Hoosick V. St. Ry. Co. 1st Mtge. (2) Hoosick Ry. Co. 1st Mtge.	Jun. 1, 1900 Feb. 1, 1907
3 Benn. & No. Adams St. Ry. Co.		
4 Burlington Traction Co.		1894
5 Military Post St. Ry. Co.		1895
6 Mt. Mansfield Elec. Ry.	5 per cent Sinking Fund Gold Bonds.	Aug. 1, 1898
7 Rutland Ry., L. & P. Co.	(3) 1st Mortgage.	Mar. 1, 1906
8 St. Albans St. Ry. Co.	20 year 5 per cent Gold Bonds.	Jan. 15, 1902
9 (1) Springfield Elec. Ry. Co.	Gold Bonds	1897
10 (2) Twin City Gas & Elec. Co. pfd. com.	(4) 1st Refunding Mortgage Bonds.	Oct. 1, 1906

(1) Amount not limited by charter.

(2) These are balances of old issues of underlying bonds for which \$5,000.00 of Bennington & No. Adams St. Ry. Co. 1st mortgage bonds are retained.

(3) Covers all the property of the Consolidated Companies.

(4) The mortgage securing these bonds covers the entire property owned by this Company including that formerly owned by the Dover Gas Light Co., the Brattleboro Gas Co., and the United Gas and Electric Co., as well as the Brattleboro Street Railroad. This is the only funded debt which is a lien on the property formerly owned by the Brattleboro Street Railroad Company.

TABLE III.

JUNE 30, 1907.

INTEREST.

Term of Years.	Amount Authorized.	Amount Outstanding.	Rate	When Payable.	Accrued during Year.	Funded Debt per mile of Road.
20	\$100,000.00	100,000.00	5 p. c.	May & Nov.	5,000.00	10,871.00
25	75,000.00	75,000.00	5 p. c.	May & Nov.	3,750.00	12,000.00
20	450,000.00	450,000.00	5 p. c.	Feb. & Aug.	6,564.07	.....
..	.....	1,666.67	5 p. c.	Jan. & July	37.50	.....
..	.....	2,000.00	6 p. c.	Jan. & July	60.00	16,334.16
20	150,000.00	125,000.00	6 p. c.	Jan. & July	7,500.00	11,363.00
20	75,000.00	75,000.00	6 p. c.	Feb. & Aug.	4,500.00	15,000.00
30	200,000.00	200,000.00	5 p. c.	June & Dec.	10,000.00	17,777.00
20	200,000.00	196,000.00	5 p. c.	July. & Jan.	.....	51,063.83
40	2,000,000.00	1,200,000.00	5 p. c.	Mch. & Sept.	.....	15,433.07
20	100,000.00	100,000.00	5 p. c.	May & Nov.	5,000.00	12,024.00
20	1,500,000.00	500,000.00	4½ p. c.	Apr. & Oct.	5,625.00	.....
..						

TABLE IV.

CONSTRUCTION AND

NAME OF COMPANY.	CONSTRUCTION		
	Total Cost to June 30, 1905.	Addition for year Ending June 30, 1906.	Addition for year Ending June 30, 1907.
1 Barre & Montpelier P. & T. Co.....	\$270,738.46	10,047.33	8,395.74
2 Bellows Falls & S. R. St. Ry. Co.	*	1,500.00	750.00
3 Benn. & No. Adams St. Ry. Co. (1)....	4,968.73	2,264.12	.....
4 Burlington Traction Co. ....	.....	.....	798,785.25
5 Military Post St. Ry. Co.	*	*	*
6 Mt. Mansfield Elec. Ry.	*	*	*
7 Rutland Ry., L. & P. Co. (5).....	6,109.42	637.90	3,842.07
8 St. Albans St. Ry. Co.	252,115.50	.....	.....
9 Springfield Elec. Ry. Co. (3).....	*	.....	485.81
10 Twin City Gas & Elec. Co.	82,032.13	(4) 3,640.59	1,467.15

(Note) Totals not given for the reason that the figures furnished by the Companies are not complete.

* Data not given.

(1) These items are taken from the returns of the Bennington and Hoosick Valley R'y to Jan. 1, 1907 on which date it became merged with the Bennington and No. Adams St. Ry. Co.

(2) Includes contract price of \$382,000.00 for building and equipping road.

(3) Includes Springfield Elec. Ry. Co. of New Hampshire and Cheshire Bridge Co. of New Hampshire.

(4) Deduction

(5) From 1903 only. Previous to that time no "Construction and Equipment" account was kept.

TABLE IV.

EQUIPMENT.

EQUIPMENT						
Total Cost to June 30, 1907.	Total Cost to June 30, 1905.	Addition for year Ending June 30, 1906.	Addition for year Ending June 30, 1907.	Total Cost to June 30, 1907.	Total Cost of Construction and Equipment.	Cost of Construction and Equipment per mile of Road.
289,181.53	36,645.69	9,368.07	7,585.59	53,599.35	342,780.88	37,311.51
*	*	.....	200.00	*	177,450.00	28,592.00
7,232.85	1,718.98	875.47	.....	2,594.45	(2) 391,827.30	24,489.20
806,018.10	.....	.....	59,824.80	444,419.25	1,250,437.35	45,523.42
*	*	*	*	*	418,973.93	38,088.00
*	150,000.00	*	*	25,000.00	175,000.00	35,000.00
174,000.00	*	*	*	44,000.00	218,000.00	19,377.77
10,589.39	4,508.08	532.64	2,434.74	7,473.46	18,062.85	768.63
252,115.50	159,264.14	4,999.64	.....	164,263.78	416,379.28	35,551.79
*	*	.....	4242.79	*	254,728.60	32,785.77
79,858.69	*	*	*	*	*	*

TABLE V (a)

INCOME ACCOUNT,

NAME OF COMPANY.		Gross Earnings from Operation.
1	Barre & Montpelier P. & T. Co.	46,748.43
2	Bellows Falls & S. R. St. Ry. Co.	21,976.69
3	Benn. & Hoosick V. Ry. Co.	47,333.26
4	Brattleboro Street R. R. Co.	17,861.41
5	Burlington Traction Co.	91,437.00
6	Military Post St. Ry. Co.	28,347.15
7	Mt. Mansfield Elec. Ry.	19,731.51
8	Rutland Ry. L. & P. Co.	96,553.57
9	St. Albans St. Ry. Co.	24,316.55
10	Springfield Elec. Ry. Co.	37,421.47
		431,727.04

TABLE V (b)

INCOME ACCOUNT,

NAME OF COMPANY.		Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.
1	B. & M. P. & T. Co.	\$ 45,194.45	\$ 36,057.19	\$ 9,137.26
2	B. F. & S. R. St. Ry. Co.	24,548.55	23,297.97	1,250.58
3	B. & N. A. St. Ry. Co.	(6) 25,455.95	16,815.30	8,640.65
		22,904.30	20,179.59	2,724.71
4	Burlington Trae. Co.	95,070.62	49,902.98	45,168.54
5	Military Post St. Ry. Co.	22,281.95	10,082.08	12,199.87
6	Mt. Mansfield Elec. Ry.	19,794.19	19,672.48	121.71
7	Rutland Ry. Lit. & P. Co.	105,743.95	55,747.16	49,996.79
8	St. Albans St. Ry. Co.	25,178.25	21,342.90	3,835.35
9	Springfield Elec. Ry.	44,496.19	31,064.84	13,431.35
10	Twin State Gas & Elec. Co.	15,040.44	13,113.32	1,927.12
		\$445,708.84	\$297,274.91	\$148,433.93

* Data not given.

(1) Deficit.

(2) Amount carried on books as an asset due by individuals on open account now charged off.

(3) Sinking fund.

(4) Deficit less Miscellaneous Income .

(5) Construction account \$349.30 and paid on floating debt \$1,100.00.

(6) These figures are for the Benn. & Hoosick Valley Ry. Co. to Jan. 1, 1907, on which date it became merged with the Benn. & No. Adams Street Ry. Co.

(7) Surplus of Benn. & Hoosick Valley Ry. Co. Dec. 31, 1906.

TABLE V (a)

YEAR ENDING JUNE 30, 1906.

					Deductions From Income.	
Operating Expenses.	Net Earnings from Operation.	Miscellaneous Income.	Gross Income less Operating Expenses	Taxes	Interest.	Total
42,320.83	4,427.60	.....	4,427.60	1,830.33	6,155.43	7,985.76
21,943.68	33.01	.....	33.01	596.13	3,750.00	4,346.13
32,410.30	14,922.96	.....	14,922.96	1,925.84	9,531.60	11,457.44
15,640.62	2,220.79	.....	2,220.79	427.50	1,427.72	1,855.22
56,793.06	34,643.94	6,578.00	41,221.94	2,314.43	7,513.00	9,827.43
11,223.88	17,123.27	465.25	17,588.52	686.58	4,500.00	5,186.58
21,001.90	(1) 1270.39	.....	(4) 1,270.39	446.54	.....	446.54
55,884.02	40,609.55	293.56	40,903.11	2,463.83	.....	2,463.83
24,946.77	(1) 630.22	.....	(4) 630.22	634.48	9,800.00	10,434.48
25,642.33	11,779.14	860.89	12,640.03	669.63	8,837.00	9,506.63
307,807.39	123,919.65	8,197.70	132,117.35	11,995.29	51,514.75	63,510.04

TABLE V (b)

YEAR ENDING JUNE 30, 1907.

Deductions From Income.					
Miscellaneous Income.	Gross Income less Operating Expenses.	Taxes.	Interest.	Other Deductions from Income.	Total.
.....	\$ 9,137.26	\$ 1,195.08	\$ 5,429.05	.....	\$ 6,624.13
.....	1,250.58	606.81	3,750.00	.....	4,356.81
.....	8,640.65	560.90	4,550.00	.....	5,110.90
.....	2,724.71	577.11	5,144.90	.....	5,722.01
\$3,036.00	48,204.54	2,393.65	7,524.50	.....	9,918.15
.....	12,199.87	642.22	4,500.00	.....	5,142.22
.....	121.71	603.60	.....	.....	603.60
.....	49,996.79	2,793.01	.....	.....	2,793.01
.....	3,835.35	658.10	9,800.00	.....	10,458.10
.....	13,431.35	645.98	8,776.33	\$354.93	9,777.24
.....	1,927.12	50.00	.....	.....	50.00
\$3,036.00	\$151,469.93	\$10,726.46	\$49,474.78	\$354.93	\$60,556.17

TABLE V (a)—Continued.

INCOME ACCOUNT,

		Deductions	
NAME OF COMPANY.		Net Income.	Reserves and Special Charges.
1	Barre & Montpelier P. & T. Co.	(1) 3,558.16	.....
2	Bellows Falls & S. R. St. Ry. Co.	(1) 4,313.12	.....
3	Benn. & Hoosick V. Ry. Co.	3,465.52	(2) 6,933.31
4	Brattleboro St. R. R. Co.	365.57	(3) 1,000.00
5	Burlington Traction Co.	31,394.51	.....
6	Military Post St. Ry. Co.	12,401.94	.....
7	Mt. Mansfield Elec. Ry.	(1) 1,716.93	.....
8	Rutland Ry. L. & P. Co.	38,499.28	.....
9	St. Albans St. Ry. Co.	(1) 11,064.70	.....
10	Springfield Elec. Ry. Co.	3,133.40	(5) 1,449.30
		68,607.31	9,382.61

TABLE V (b)—Continued.

INCOME ACCOUNT,

		Deductions from Net Income.			
NAME OF COMPANY.		Net Income.	Reserves and Special Charges.	Dividends.	Total.
1	B. & M. P. & T. Co.	\$ 2,513.13	.....	.....	.....
2	B. F. & S. R. St. Ry. Co. ..	(1) 3,106.23	\$1,000.00	.....	\$ 1,000.00
3	B. & N. A. St. Ry. Co.	3,529.75	.....	.....	.....
		(1) 2,997.30	.....	.....	.....
4	Burlington Trac. Co.	38,286.39	.....	\$12,000.00	12,000.00
5	Military Post St. Ry. Co.	7,057.65	.....	6,000.00	6,000.00
6	Mt. Mansfield Elec. Ry.	(1) 481.89	.....	.....	.....
7	Rutland Ry. Lit. & P. Co.	47,203.78	.....	.....	.....
8	St. Albans St. Ry. Co.	(1) 6,622.75	.....	.....	.....
9	Springfield Elec. Ry.	3,654.11	.....	.....	.....
10	Twin State G. & E. Co.	1,877.12	.....	.....	.....
		\$90,913.76	\$1,000.00	\$18,000.00	\$19,000.00

* Data not given.

(1) Deficit.

(2) Amount carried on books as an asset due by individuals on open account now charged off.

(3) Sinking fund.

(4) Deficit less Miscellaneous Income.

(5) Construction account \$349.30 and paid on floating debt \$1,100.00.

(6) These figures are for the Benn. & Hoosick Valley Ry. Co. to Jan. 1, 1907, on which date it became merged with the Benn. & No. Adams Street Ry. Co.

(7) Surplus of Benn. & Hoosick Valley Ry. Co. Dec. 31, 1906.

TABLE V (a)—Continued.

YEAR ENDING JUNE 30, 1906.

from Net Income.					
Dividends.	Total.	Surplus for Year.	Deficit for Year.	Surplus June 30, 1905.	Surplus June 30, 1906.
.....	.....	.....	3,558.16	*	*
.....	6,933.31	.....	4,313.12	24,290.77	(1) 28,603.89
.....	1,000.00	.....	3,467.79	3,965.74	497.95
12,000.00	12,000.00	19,394.51	634.43	1,945.02	1,310.59
9,000.00	9,000.00	3,401.94	.....	*	*
.....	.....	.....	1,716.93	*	*
.....	.....	38,499.28	.....	*	*
.....	.....	.....	11,064.70	.....	*
.....	1,449.30	1,684.10	.....	2,382.65	4,066.75
21,000.00	29,382.61	.....	.....	.....	.....

TABLE V (b)—Continued.

YEAR ENDING JUNE 30, 1907.

Surplus for Year.	Deficit for Year.	Surplus June 30, 1906.	Credits during Year.	Debits during Year.	Surplus June 30, 1907.
\$ 2,513.13	.....	*	.....	.....	*
.....	\$4,106.23	\$28,603.89	.....	.....	\$32,710.12
3,529.75	.....	497.95	\$2,864.46	.....	6,892.16
.....	2,997.30	(7) 6,892.16	2,621.63	.....	6,516.49
26,286.39	.....	*	.....	.....	*
1,057.65	.....	*	.....	.....	*
.....	481.89	*	.....	.....	*
47,203.78	.....	*	.....	.....	*
.....	6,622.75	*	.....	.....	*
5,654.11	.....	4,066.75	.....	\$3,500.00	4,220.86
1,877.12	.....	*	.....	.....	*

TABLE VI (a)

GROSS EARNINGS FROM OPERATION,

NAME OF COMPANY.	CAR EARNINGS.		
	Passengers	Chartered Cars.	Freight.
1 Barre & Montpelier P. & T. Co....	\$ 46,200.73	.....	.....
2 Bellows Falls & S. R. St. Ry. Co.	17,094.84	.....	\$ 3,093.25
3 Benn. & Hoosick V. Ry. Co.....	43,102.42	258.10	3,748.58
4 Brattleboro St. R. R. Co.....	17,271.96	60.54	.....
5 Burlington Traction Co.....	91,197.00	.....	.....
6 Military Post St. Ry. Co.....	28,257.15	.....	.....
7 Mt. Mansfield Elec. Ry.....	7,948.70	.....	9,873.77
8 Rutland Ry. Lt. & P. Co.....	93,977.83	855.60	58.44
9 St. Albans St. Ry. Co.....	22,851.21	.....	235.14
10 Springfield Elec. Ry. Co.....	14,775.35	115.50	19,405.76
Totals	\$382,677.19	\$1,289.74	\$36,414.94

TABLE VI (b)

GROSS EARNINGS FROM OPERATION,

1 Barre & Montpelier P. & T. Co....	\$ 44,336.55	.....	.....
2 Bellows Falls & S. R. St. Ry. Co....	18,701.32	.....	\$ 4,449.75
3 Benn. & No. Adams St. Ry. Co....	(1) 25,455.95	.....	.....
	22,164.60	81.50	516.31
4 Burlington Traction Co.....	94,795.62	.....	.....
5 Military Post St. Ry. Co.....	22,191.95	.....	.....
6 Mt. Mansfield Elec. Ry.....	7,820.68	.....	9,785.74
7 Rutland Ry. Lt. & P. Co.....	102,723.53	688.37	16.66
8 St. Albans St. Ry. Co.....	23,754.67	.....	188.70
9 Springfield Elec. Ry. Co.....	16,600.25	30.00	23,789.40
10 Twin State Gas & Elec. Co.....	14,633.31	36.29	.....
Totals	\$393,178.43	\$ 836.16	\$38,746.56

(1) These items cover the earnings of the Benn. & Hoosick Valley Ry. Co. from June 30, 1906 to Jan. 1, 1907 on which latter date it became merged with the Benn. & No. Adams St. Ry. Co.

TABLE VI (a)

YEAR ENDING JUNE 30, 1906.

CAR EARNINGS.						
Mall.	Express.	Other Car Earnings.	Total.	Miscellaneous Earnings.	Gross Earnings.	Gross Earnings per mile of road Operated.
\$ 451.44	\$ 887.16	\$ 204.70	\$ 46,405.43	\$ 343.00	\$ 46,748.43	\$ 196.00
.....	.....	.....	21,526.69	450.00	21,976.69	3,516.27
300.00	.....	.....	47,109.10	224.16	47,333.26	2,958.32
.....	.....	.....	17,632.50	228.91	17,861.41	3,572.28
.....	.....	.....	91,197.00	240.00	91,437.00	8,312.45
.....	.....	.....	28,257.15	90.00	28,347.15	5,669.43
658.80	601.19	.....	19,082.46	649.05	19,731.51	1,730.02
.....	.....	.....	94,891.87	1,955.26	96,847.13	4,121.16
200.00	850.08	.....	24136.43	180.12	24,316.55	1,914.69
753.84	1,173.77	1,197.25	37,421.47	860.89	38,282.36	522.00
\$2,364.08	\$3,152.20	\$1,401.95	\$427,660.10	\$5,221.39	\$432,881.49	\$32,512.62

TABLE VI (b)

YEAR ENDING JUNE 30, 1907.

.....	.....	\$ 325.80	\$ 44,662.35	\$ 532.10	\$ 45,194.45	\$ 4,919.39
\$ 450.14	\$ 463.96	.....	24,065.17	483.38	24,548.55	3,927.77
.....	.....	.....	25,455.95	.....	25,455.95	1,591.00
.....	.....	.....	22,762.41	141.89	22,904.30	83.38
.....	.....	.....	94,795.62	275.00	95,070.62	8,642.78
.....	.....	.....	22,191.95	90.00	22,281.95	4,456.39
657.47	667.63	.....	18,931.52	862.67	19,794.19	1,885.16
.....	.....	.....	103,428.56	2,315.39	105,743.95	4,499.75
199.00	903.89	.....	25,046.26	131.99	25,178.25	1,982.54
753.84	1,440.63	1,669.10	44,283.22	212.97	44,496.19	6,180.00
270.84	.....	100.00	15,040.44	.....	15,040.44	3,008.08
\$2,331.29	\$3,476.11	\$2,094.90	\$440,663.45	\$5,045.39	\$445,708.84	\$41,176.24

TABLE VII (a)

OPERATING EXPENSES,

NAME OF COMPANY.		Track and Roadway.
1	Barre & Montpelier P. & T. Co.....	\$ 6,246.25
2	Bellows Falls & S. R. St. Ry. Co.....	2,774.48
3	Benn. & H. V. Ry. Co.....	2,519.49
4	Brattleboro St. R. R. Co.....	773.98
5	Burlington Traction Co.....	(1) 11,125.72
6	Military Post St. Ry. Co.....	1,500.00
7	Mt. Mansfield Elec. Ry.....	6,961.61
8	Rutland Ry. Lt. & P. Co.....	4,384.35
9	St. Albans St. Ry. Co.....	1,115.81
10	Springfield Elec. Ry. Co.....	2,965.45
Totals		\$40,367.14

(1) Includes maintenance of "Electric Line" and "Building and Fixtures."

(2) Includes "Cleaning and Sanding Track."

TABLE VII (b)

OPERATING EXPENSES,

1	Barre & Montpelier P. & T. Co.....	\$ 5,683.09
2	Bellows Falls & S. R. St. Ry. Co.....	3,028.05
3	Benn. & No. Adams St. Ry. Co.....	(1) 1,235.32
		1,304.60
4	Burlington Traction Co.....	.....
5	Military Post St. Ry. Co.....	1,667.71
6	Mt. Mansfield Elec. Ry.....	3,484.11
7	Rutland Ry. Lt. & P. Co.....	4,501.83
8	St. Albans St. Ry. Co.....	2,007.91
9	Springfield Elec. Ry. Co.....	5,392.03
10	Twin State Gas & Elec. Co.....	1,479.38
Totals		\$29,784.03

(1) Operating Expenses of Benn. & Hoosick Valley Ry. to Jan. 1, 1907, on which date it became merged with the Benn. & No. Adams Street Ry. Co.

TABLE VII (a)

YEAR ENDING JUNE 30, 1906.

MAINTENANCE					
Way and Structures.		Equipment.			
Electric Line.	Buildings and Fixtures.	Steam and Elec. Plant.	Cars and Electric Equipment.	Miscellaneous Equipment.	Misc. Shop Expenses.
\$ 104.01	\$1,239.63	\$2,993.39	\$ 1,161.42	\$1,460.79	\$ 66.31
106.99	198.15	796.11	2,971.76	.....	96.73
835.80	89.37	705.68	3,135.04	98.53	184.93
196.38	84.21	1,224.07	1,503.29	15.05	20.61
.....					
90.00	85.00	.....	1,111.70	84.25	58.00
1,115.37	75.09	722.17	3,259.59	159.29	445.44
145.78	871.61	349.03	3,680.80	465.85	50.00
318.41	31.61	.....	1,888.76	26.99	344.17
\$2,912.74	\$2,674.67	\$6,790.45	\$18,712.36	\$2,310.75	\$1,266.19

TABLE VII (b)

YEAR ENDING JUNE 30, 1907.

\$ 377.94	\$ 163.09	\$ 125.87	\$ 2,397.40	\$1,699.12	\$ 105.77
272.69	588.40	2,310.84	924.16	.....	104.99
525.28	165.15	173.07	1,549.21	41.11	53.54
155.40	206.98	520.61	2,425.07	9.69	181.18
.....					
65.50	112.00	1,535.08	972.01	110.00	50.40
1,292.96	101.34	64.48	2,939.00	165.04	539.04
129.05	263.15	389.94	2,730.55	378.74	81.40
365.60	173.15	.....	3,398.47	33.87	381.43
388.85	48.20	70.31	1,375.61	67.59	13.01
\$3,573.27	\$1,821.46	\$5,190.20	\$18,711.48	\$2,505.16	\$1,510.76

TABLE VII (a)—Continued.

OPERATING EXPENSES,

	NAME OF COMPANY.	TRANSPORTATION		
		Operation of Power Plant.		
		Power Plant Wages.	Water and Fuel for Power.	Misc. Supplies and Expenses.
1	Barre & Montpelier P. & T. Co.....	.....	\$ 158.54	\$ 345.85
2	Bellows Falls & S. R. St. Ry. Co.....	.....	.....	.....
3	Benn. & H. V. Ry. Co.....	\$2,570.80	6,006.76	441.09
4	Brattleboro St. R. R. Co.....	1,312.30	2,995.17	82.18
5	Burlington Traction Co.....	.....	.....	.....
6	Military Post St. Ry. Co.....	.....	.....	.....
7	Mt. Mansfield Elec. Ry.....	1,260.00	4,126.46	1,012.60
8	Rutland Ry. Lt. & P. Co.....	2,116.90	6,037.60	383.65
9	St. Albans St. Ry. Co.....	766.17	5,537.21	103.73
10	Springfield Elec. Ry. Co.....	.....	.....	.....
	Totals	\$8,026.17	\$24,861.74	\$2,369.10

(1) Includes maintenance of "Electric Line" and "Building and Fixtures."

(2) Includes "Cleaning and Sanding Track."

TABLE VII (b)—Continued.

OPERATING EXPENSES,

1	Barre & Montpelier P. & T. Co.....	.....	\$ 213.17	\$ 569.93
2	Bellows Falls & S. R. St. Ry. Co.....	.....	.....	.....
3	Benn. & No. Adams St. Ry. Co.....	\$1,445.37	3,648.21	355.21
		1,528.91	3,520.06	219.22
4	Burlington Traction Co.....	.....	.....	.....
5	Military Post St. Ry. Co.....	.....	.....	.....
6	Mt. Mansfield Elec. Ry.....	1,750.00	4,660.00	325.97
7	Rutland Ry. Lt. & P. Co.....	19.30	69.23	104.65
8	St. Albans St. Ry. Co.....	208.13	117.03	99.13
9	Springfield Elec. Ry. Co.....	.....	.....	.....
10	Twin State Gas & Elec. Co.....	1,102.74	1,894.25	64.39
	Totals	\$6,054.45	\$14,121.95	\$1,738.50

TABLE VII (a)—Continued.

YEAR ENDING JUNE 30, 1906.

TRANSPORTATION						
Operation of Cars.						
Hired Power.	Superintendence.	Wages of Employees.	Miscellaneous Car Service Expenses.	Hired Equipment	Cleaning and Sanding Track.	Removing Snow and Ice.
\$ 6,000.00	.....	\$12,002.02	.....	.....	.....	\$ 126.85
2,826.86	\$1,620.00	5,266.32	\$ 267.30	.....	.....	743.77
300.00	1,000.00	10,665.16	148.78	.....	\$ 25.25	58.21
.....	510.00	5,250.87	49.00	.....	68.65	245.98
9,000.00	.....	29,019.84	.....	.....	.....	.....
4,083.24	.....	4,052.57	.....	.....	.....	.....
.....	.....	2,640.00	1,138.45	.....	.....	.....
8,808.88	901.00	14,096.96	798.46	.....	328.39	289.12
2,729.94	.....	5,500.61	798.46	.....	.....	324.91
6,929.23	1,500.00	7,283.99	251.58	\$278.80	.....	(2) 309.80
\$40,678.15	\$5,531.00	\$96,678.34	\$3,646.45	\$278.80	\$422.29	\$2,098.64

TABLE VII (b)—Continued.

YEAR ENDING JUNE 30, 1907.

\$ 6,000.00	.....	\$11,715.62	.....	.....	.....	\$ 287.33
2,800.53	\$1,994.11	6,076.85	\$ 316.40	.....	.....	287.06
2.00	.....	4,686.70	108.45	.....	.86	24.25
153.15	2,421.25	3,269.35	27.91	\$ 1.80	40.31	.....
9,000.00	.....	31,777.17	.....	.....	.....	.....
3,852.72	.....	5,311.65	.....	.....	.....	.....
.....	.....	2,320.64	199.40	1,077.90	.....	.....
16,536.60	901.00	15,790.05	1,403.81	.....	384.37	383.09
4,989.66	.....	6,108.64	798.03	.....	.....	500.73
6,875.08	1,500.00	7,469.68	627.36	447.05	53.25	682.45
.....	528.93	4,215.82	97.70	.....	.....	235.55
\$50,209.74	\$7,345.29	\$98,742.17	\$3,579.06	\$1,526.75	\$478.79	\$2,400.46

TABLE VII (a)—Continued.
OPERATING EXPENSES, YEAR ENDING JUNE 30, 1906.

NAME OF COMPANY.	GENERAL					Rent of Land, Buildings, tracks etc.
	Salaries of Officers and Clerks.	Printing, Office Expenses, etc.	Damages.	Legal Expenses		
1 Barre & Montpelier P. & T. Co.	\$ 3,544.00	\$ 25.05	\$ 76.00	\$ 175.00		.....
2 Bellows Falls & S. R. St. Ry. Co.	.....	588.76	.....	275.00		.....
3 Bennington & Hoosick Valley Ry. Co.	2,042.15	147.52	.....	55.00		\$ 40.00
4 Brattleboro St. R. R. Co.	520.00	70.17	14.00	.....		.....
5 Burlington Traction Co.	4,250.00	600.00	.....	700.00		.....
6 Military Post St. Ry. Co.	1,525.00	.....	.....	.....		.....
7 Mt. Mansfield Elec. Ry.	953.00	62.00	.....	.....		.....
8 Rutland Ry. Lt. & P. Co.	3,165.00	294.54	1,370.85	697.48		5.00
9 St. Albans St. Ry. Co.	1,634.18	276.45	75.00	115.57		801.88
10 Springfield Elec. Ry. Co.	2,375.23	237.04	222.85	10.00		.....
Totals	\$20,008.56	\$2,301.53	\$1,758.70	\$2,028.05		\$847.88

TABLE VII (b)—Continued.
OPERATING EXPENSES, YEAR ENDING JUNE 30, 1907.

NAME OF COMPANY.	GENERAL					Rent of Land, Buildings, tracks etc.
	Salaries of Officers and Clerks.	Printing, Office Expenses, etc.	Damages.	Legal Expenses		
1 Barre & Montpelier P. & T. Co.	\$ 2,726.77	\$ 94.06	\$ 45.00	\$ 130.00		.....
2 Bellows Falls & S. R. St. Ry. Co.	.....	974.45	.....	585.10		.....
3 Benn. & No. Adams St. Ry. Co.	1,499.56	63.80	278.50	425.19		.....
4 Burlington Traction Co.	1,456.50	140.29	632.43	3.00		\$ 29.45
5 Military Post St. Ry. Co.	4,806.00	600.00	2,116.50	484.41		.....
6 Mt. Mansfield Elec. Ry.	2,250.00	.....	.....	.....		.....
7 Rutland Ry. Lt. & P. Co.	942.00	95.56	.....	.....		.....
8 St. Albans St. Ry. Co.	3,182.84	402.82	1,200.00	403.65		659.07
9 Springfield Elec. Ry. Co.	1,680.00	210.85	33.88	101.00		.....
10 Twin State Gas & Elec. Co.	2,000.63	178.98	569.67	134.00		1.00
Totals	\$307.97	738.94	.....	.....		.....
	\$20,906.27	\$3,409.69	\$4,875.98	\$2,266.35		\$689.52

TABLE VII (a) —Continued.
OPERATING EXPENSES, YEAR ENDING JUNE 30, 1906.

NAME OF COMPANY.	GENERAL				
	Insurance.	Miscellaneous.	Gross Operating Expenses.	Operating Expenses per mile of Road Operated.	Per cent of Operating Expenses to Gross Earnings.
1 Barre & Montpelier P. & T. Co.....	\$ 728.28	\$ 5,867.44	\$ 42,320.83	\$ 4,610.95	90.00
2 Bellows Falls & S. R. St. Ry. Co.....	479.50	2,931.95	21,943.08	3,510.99	90.80
3 Bennington & Hoosick Valley Ry. Co.....	558.88	767.86	32,410.30	2,025.64	68.79
4 Brattleboro St. R. R. Co.....	580.02	138.09	15,640.02	3,128.12	87.62
5 Burlington Traction Co.....	600.00	1,497.50	56,793.05	5,163.00	62.11
6 Military Post St. Ry. Co.....	63.07	.....	11,223.88	2,244.77	39.59
7 Mt. Mansfield Elec. Ry.....	475.99	937.84	21,001.90	2,000.18	93.95
8 Rutland Ry. L. & P. Co.....	1,622.76	2,914.83	55,884.02	2,890.81	57.00
9 St. Albans St. Ry. Co.....	206.00	130.65	24,946.77	1,964.31	97.47
10 Springfield Elec. Ry. Co.....	190.00	477.42	25,642.33	3,563.00	68.00
Totals	\$5,565.10	\$15,672.59	\$307,807.39		

TABLE VII (b) —Continued.
OPERATING EXPENSES, YEAR ENDING JUNE 30, 1907.

1 Barre & Montpelier P. & T. Co.....	\$ 739.20	\$ 2,953.83	\$ 38,057.19	\$3,924.80	89.00
2 Bellows Falls & S. R. St. Ry. Co.....	323.77	2,710.37	23,297.97	3,727.67	95.00
3 Benn. & No. Adams St. Ry. Co.....	111.00	423.52	16,815.30	1,050.96	66.06
4 Burlington Traction Co.....	625.00	1,821.10	20,179.59	73.46	88.10
5 Military Post St. Ry. Co.....	.....	500.00	49,993.08	4,536.64	52.49
6 Mt. Mansfield Elec. Ry.....	224.52	.....	13,082.08	2,616.41	58.71
7 Rutland Ry. L. & P. Co.....	1,622.76	1,747.45	19,672.48	1,873.53	99.00
8 St. Albans St. Ry. Co.....	296.02	3,079.85	55,746.78	2,872.21	52.70
9 Springfield Elec. Ry. Co.....	190.00	199.06	21,292.90	1,680.54	84.76
10 Twin State Gas & Elec. Co.....	284.13	531.14	31,004.84	4,335.00	70.00
Totals	\$4,527.73	\$14,126.47	\$300,185.53	2,622.66	87.25

TABLE VIII (a)
GENERAL BALANCE SHEET.

SHOWING CONDITION AT CLOSE OF

NAME OF COMPANY.	ASSETS.	
	Construction and Equipment.	Other Permanent Investments.
1 Barre & Montpelier P. & T. Co.....*		
2 Bellows Falls & S. R. St. Ry. Co.....	\$ 176,500.00	
3 Benn. & Hoosick V. Ry. Co.....	391,827.30	
4 Brattleboro St. R. R. Co.....	78,391.54	
5 Burlington Traction Co.....*		
6 Military Post St. Ry. Co.....*		
7 Mt. Mansfield Elec. Ry.....	218,000.00	\$ 200,510.00
8 Rutland Ry. Lt. & P. Co.....	1,170.54	2,797,710.09
9 St. Albans St. Ry. Co.....*		
10 Springfield Elec. Ry. Co.....	242,436.65	

TABLE VIII (b)
GENERAL BALANCE SHEET.

SHOWING CONDITION AT CLOSE OF

1 Barre & Montpelier P. & T. Co.....*		
2 Bellows Falls & S. R. St. Ry. Co.....	\$ 177,450.00	
3 Benn. & No. Adams St. Ry. Co.....	(3) 391,827.30	
	1,250,437.35	
4 Burlington Traction Co.....*		
5 Military Post St. Ry. Co.....*		
6 Mt. Mansfield Elec. Ry.....	218,000.00	\$ 200,510.00
7 Rutland Ry. Lt. & P. Co.....	(4) 34,439.71	2,787,577.17
8 St. Albans St. Ry. Co.....*		
9 Springfield Elec. Ry. Co.....	254,728.60	
10 Twin State Gas & Elec. Co.....		

* No data furnished by Company on which a Balance Sheet can be made.

(1) Bonds to offset \$16,900 of liabilities direct and indirect and bills payable.

(2) Unfunded debt.

(3) Balance Sheet of the Benn. & Hoosick Valley Ry. Co. to Jan. 1, 1907, on which date it became merged with the Benn. & No. Adams St. Ry. Co.

(4) Electric and Gas Construction and Equipment \$28,162.90 included.

(5) Notes.

TABLE VIII (a)

GENERAL BALANCE SHEET.

BUSINESS JUNE 30, 1906.

ASSETS.				
Cash and Current Assets.	Materials and Supplies.	Miscellaneous Assets.	Deficit.	Total.
\$ 675.13	.....	.....	\$ 28,603.89	\$ 205,779.02
11.18	\$ 2,500.00	(1) \$20,000.00	.....	414,327.30
.....	1,373.85	5,375.00	634.43	85,786.00
.....				
656.87	1,450.00	.....	151,757.43	572,374.30
29,567.65	10,224.46	22,351.37	.....	2,861,024.11
.....				
4,066.75	2,906.00	4,657.35	.....	254,066.75

TABLE VIII (b)

GENERAL BALANCE SHEET.

BUSINESS JUNE 30, 1907.

\$ 18.90	.....	.....	\$ 32,710.12	\$ 210,179.02
2,432.78	\$ 961.81	.....	.....	395,221.89
4,817.38	22,051.71	\$ 175.00	.....	1,277,481.44
.....				
965.17	1,280.00	.....	161,009.65	581,764.82
24,753.30	9,318.09	25,269.19	.....	2,881,357.46
.....				
2,492.26	.....	.....	.....	257,220.86
.....				

TABLE VIII (a)—Continued.
GENERAL BALANCE SHEET.

SHOWING CONDITION AT CLOSE OF

		LIABILITIES.
NAME OF COMPANY.		Capital Stock.
1	Barre & Montpelier P. & T. Co.....*	.....
2	Bellows Falls & S. R. St. Ry. Co.....	\$ 100,000.00
3	Benn. & Hoosick V. Ry. Co....	200,000.00
4	Brattleboro St. R. R. Co.....	55,500.00
5	Burlington Traction Co.....*	.....
6	Military Post St. Ry. Co.....*	.....
7	Mt. Mansfield Elec. Ry.....	300,000.00
8	Rutland Ry. Lt. & P. Co.....	1,500,000.00
9	St. Albans St. Ry. Co.....*	.....
10	Springfield Elec. Ry. Co.....	75,000.00
1	Barre & Montpelier P. & T. Co.....*	.....

TABLE VIII (b)—Continued.
GENERAL BALANCE SHEET.

SHOWING CONDITION AT CLOSE OF

2	Bellows Falls & S. R. St. Ry. Co.....	\$ 100,000.00
3	Benn. & No. Adams St. Ry. Co.....	200,000.00
4	Burlington Traction Co.....*	.....
5	Military Post St. Ry. Co.....*	.....
6	Mt. Mansfield Elec. Ry.....	300,000.00
7	Rutland Ry. Lt. & P. Co.....	1,500,000.00
8	St. Albans St. Ry. Co.....	.....
9	Springfield Elec. Ry. Co.....	75,000.00
10	Twin State Gas & Elec. Co.....*	.....

* No data furnished by Company on which a Balance Sheet can be made.

(1) Bonds to offset \$16,900 of liabilities direct and indirect and bills payable.

(2) Unfunded debt.

(3) Balance Sheet of the Benn. & Hoosick Valley Ry. Co. to Jan. 1, 1907, on which date it became merged with the Benn. & No. Adams St. Ry. Co.

(4) Electric and Gas Construction and Equipment \$28,162.90 included.

(5) Notes.

TABLE VIII (a)—Continued.

GENERAL BALANCE SHEET.

BUSINESS JUNE 30, 1906.

LIABILITIES.				
Funded Debt.	Current Liabilities	Accrued Liabilities.	Surplus.	Total.
\$ 75,000.00	\$ 30,779.02	.....	.....	\$ 205,779.02
182,000.00	31,829.35	.....	\$ 497.95	414,327.30
25,000.00	5,181.83	\$ 104.17	.....	85,786.00
.....				
200,000.00	71,995.00	379.30	.....	572,374.30
1,200,000.00	11,365.95	21,320.03	128,338.13	2,861,024.11
.....				
(2) 63,900.00	.....	.....	.....	.....
100,000.00	1,300.00	.....	13,866.75	254,066.75

TABLE VIII (b)—Continued.

GENERAL BALANCE SHEET.

BUSINESS JUNE 30, 1907.

.....				
\$ 75,000.00	\$ 35,179.02	.....	.....	\$ 210,179.02
182,000.00	1,674.85	\$ 4,654.88	\$ 6,892.16	395,221.89
448,666.67	162,315.14	9,983.14	6,516.49	1,277,481.44
.....				
200,000.00	81,545.00	219.82	.....	581,764.82
1,200,000.00	17,755.27	21,342.01	142,260.18	2,831,357.46
.....				
(5) 66,900.00	.....	.....	.....	.....
100,000.00	.....	1,500.00	13,820.86	257,220.86
.....				

TABLE IX.
MISCELLANEOUS STATISTICS YEAR ENDING JUNE 30, 1907.

NAME OF COMPANY.	Passenger Car Mileage.	Freight and Express Car Mileage.	Total Car Mileage.	Number of Passengers Carried.	Average Number of Employees.	Aggregate Amount of Wages Paid Employees.	Amount of Salaries Paid Officials
1 Barre & Montpelier P. & T. Co.....	242,206	.....	242,206	965,533	13	\$12,002.95	\$2,726.77
2 Bellows Falls & S. R. St. Ry. Co.....	92,039	7,200	92,239	195,000	13	8,070.96	.....
3 Penn. & No. Adams St. Ry. Co.....	134,541	.....	134,541	395,427	30	8,427.28	1,050.00
4 Burlington Traction Co.....	*	.....	*	1,895,913	34	31,777.17	4,800.00
5 Military Post St. Ry. Co.....	.....	.....	.....	443,839	7	.....	.....
6 Mount Mansfield Elec. Ry.....	28,450	17,950	45,700	104,309	16	7,073.04	745.00
7 Rutland Ry. L. & P. Co.....	350,754	.....	350,754	2,841,072	20	16,412.28	1,200.00
8 St. Albans St. Ry. Co.....	141,326	*	141,326	*	30	9,000.00	1,463.10
9 Springfield Elec. Ry. Co.....	*	.....	*	*	*	*	*
10 Twin State Gas & Elec Co.....	*	.....	70,590	*	*	*	*

* Data not given.

TABLE IX.
MISCELLANEOUS STATISTICS YEAR ENDING JUNE 30, 1907.

NAME OF COMPANY.	Number of Closed Passen- ger Cars.	Number of open Passenger Cars.	Number of Combination Cars.	Total Passenger Cars.	Number of Freight Cars.	Number of Work Cars.	Snow Plows.	Sweepers	Miscellaneous	Total No. of Cars.
1 Barre & Montpelier P. & T. Co.	6	6	..	12	..	..	1	..	..	14
2 Bellows Falls & S. R. St. Ry. Co.	3	4	..	7	..	..	1	..	..	15
3 Benn. & No. Adams St. Ry. Co.	10	12	12	24	5	1	1	..	..	29
4 Burlington Traction Co.	12	12	12	24	3	..	..	1	..	25
5 Military Post St. Ry. Co.	5	5	..	10	..	..	1	1	..	11
6 Mount Mansfield Elec. Ry.	3	..	..	3	1	1	1	..	..	6
7 Rutland Ry. Ld. & P. Co.	11	15	..	26	1	3	1	1	4	36
8 St. Albans St. Ry. Co.	3	6	..	9	2	1	1	..	2	14
9 Springfield Elec. Ry. Co.	3	2	..	5	4	1	1	..	..	11
10 Twin State Gas & Elec. Co.	4	4	..	8	..	1	1	..	..	10

APPENDIX

Reports, Decisions and Orders

OF

FULLER C. SMITH,
HENRY S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

From September 10, 1906 to December 2, 1906.

In the matter of the fatal accident to Florence Cota and personal injury to Roy Mumley which occurred on the Rutland Railroad near Beldens on the 29th day of July, 1906.

A public investigation into the cause of this accident was held at Middlebury on the 22nd day of August, 1906, all the commissioners being present. L. C. Russell, State's Attorney for the county of Addison, appeared for the State of Vermont and P. M. Meldon for the Rutland Railroad Company.

On the 29th day of July, 1906, Mumley, in company with Florence Cota, drove upon the highway grade crossing, known as Fisher's crossing, one mile from Belden's station and were struck by south bound passenger train No. 62. It appeared from the evidence that Mumley, who was driving looked for the approach of a train from the north at a point about twenty rods away from the crossing, but failed to stop, look or listen after that time. He did not hear the warning whistle blown for that crossing but the testimony of Engineer Farrell was to the effect that he blew the usual warning whistle at the whistling post eighty rods north of the crossing where the accident occurred and his testimony was confirmed by the fireman

Goodell and by Charles Remley, a passenger on the train. Other witnesses testified that while the whistle may have been sounded they did not hear it.

The commissioners conclude that the accident occurred by reason of the carelessness of Roy Mumley in attempting to make the crossing without stopping or looking for the approach of a train and that no fault can be attached to the Rutland Railroad Company or to its servants or employees.

Done at St. Albans, Vt., this 10th day of September, 1906.

FULLER C. SMITH,
H. S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the petition of the Bennington & North Adams Street Railway Company relating to the construction of its railroad across certain highways in the town of Pownal.

Pursuant to reasonable notice to the petitioner, to the selectmen of the town of Pownal and to the owners of the property abutting upon the highways at said proposed crossings, the commissioners examined the location of said proposed crossings in the town of Pownal on the 30th day of October, 1906, and met the parties at Pownal Center.

The Bennington & North Adams Street Railway proposes to construct its railway across the highways mentioned in the petition located in the town of Pownal at grade and from an examination and inspection of the location of said crossings and from the facts developed at the hearing the commissioners are satisfied that said crossings may safely be so constructed at grade. It is therefore ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway in the town of Pownal extending easterly from the railroad station at South Pownal at a point which is about station 230+50 of the survey and location of the center line of said railway and where said highway

is bounded northerly by lands of Arthur P. Card and Southerly by lands of Florence J. Elwood.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway in the town of Pownal extending easterly in the village of South Pownal, so called at about station 241+25 of the survey and location of the center line of said railway and in front of the Methodist Church in said village.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway known as the Jackson road at a point which is station 442 of the survey and location of the center line of said railway.

It is further ordered that in the construction of said highway crossings at grade the Bennington & North Adams Street Railway Company shall so construct and grade the approaches to said crossings upon either side thereof and shall so construct said crossings as to make them safe, convenient and easy of access to the traveling public upon the highways and bear the necessary expenses thereof, and that said crossings and the approaches thereto shall be constructed in such a manner as shall meet the approval of the Railroad Commissioners of the State of Vermont and further, that said Bennington & North Adams Street Railway Company shall construct such water ways and drains as will carry off all surface water at said highway grade crossings.

It is further ordered that said Bennington & North Adams Railway Company may construct its said railway underneath the public highway in said town of Pownal extending southerly from Pownal Center, so called, at a point near the southeasterly corner of a lot owned by Phoebe Oviatt and near the dwelling house of Hiram Odell and near station 366+50 of the survey and location of the center line of said railway.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its said railway underneath the public highway in the town of Pownal extending easterly from the village of Pownal Center, so called, at a point near the church sheds in said village and

at station 374+70 of the survey and location of the center line of said railway.

And it is further ordered that in the construction of said railway underneath the highways above mentioned, said Bennington & North Adams Street Railway Company shall construct the necessary bridges and approaches to carry said highways over said railway with proper railings and guards and to the satisfaction of the railroad commissioners of the State of Vermont.

And it is further ordered that said Bennington & North Adams Street Railway Company may construct its said railway temporarily at grade across the two highways last herein above described and may operate its cars across said highways at grade from the date of this order until July 1st, 1907, if the work of constructing said railway underneath said highways is not completed before that day.

Done at Montpelier, Vt., this 7th day of November, 1906.

FULLER C. SMITH,
H. S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the petition of the Bennington & North Adams Street Railway Company relating to the construction of its railway across certain highways in the town of Bennington.

Pursuant to reasonable notice to the petitioners, to the selectmen of the town of Bennington and to the owners of the property abutting upon the highways at the proposed crossings, the commissioners examined the location of said proposed crossings in the town of Bennington on the 30th day of October, 1906, and met the parties, so far as they appeared, at Bennington.

O. M. Barber appeared for the Bennington & North Adams Street Railway Company; none of the parties owning lands abutting upon the highways at said proposed crossings appeared.

The Bennington & North Adams Street Railway Company proposes to construct its railway across the highways, mentioned in the petition located in the town of Bennington at grade and from an examination and inspection of the location of said crossings and from the facts developed at the hearings the commissioners are satisfied that said crossings may safely be so constructed at grade.

It is therefore ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway in the town of Bennington leading easterly from the main road from Pownal to Bennington at a point which is near the dwelling house of Harriet and Robert Gardner and at station 600 of the survey and location of the center line of said railway.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway in the town of Bennington leading southerly by the dwelling house of Romaine Crawford and his tenement house at a point which is stationed 659+40 of the survey and location of the center line of said railway.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway, known as the Morgan road, and at station 679 of the survey and location of the center line of said railway.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across the public highway in the town and village of Bennington known as Beech street, extending southerly from Main street near Cooper's mill in said village of Bennington and between station 715 and 716 of the survey and location of the center line of said railway.

It is further ordered that said Bennington & North Adams Street Railway Company may construct its railway at grade across a portion of the public highway known as Main street in said town and village of Bennington at the intersection of said Main street with Beech street just easterly from Cooper's bridge, so called, and being between stations 722 and 723 of the survey and location of the center line of said railway.

It is further ordered that in the construction of said highway crossings at grade the Bennington & North Adams Street Railway Company shall so construct and grade the approaches to said crossings upon either side thereof and shall so construct said crossings as to make them safe, convenient and easy of access to the traveling public upon said highway and bear the necessary expense thereof, and that said crossings and the approaches thereto shall be constructed in such a manner as shall meet the approval of the Railroad Commissioners of the State of Vermont and, further, that said Bennington & North Adams Street Railway Company shall construct such water ways and drains as will carry off all surface water at said highway grade crossings.

Done at Montpelier, Vt., this 8th day of November, 1906.

FULLER C. SMITH,

H. S. BINGHAM,

GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the fatal accident to Harry V. Reed and Mrs. Mattie Whiton and personal injury to A. J. Bissell which occurred on the Rutland Railroad near Rutland, July 24th, 1906.

A public investigation into the cause of this accident was held at Rutland, August 17, 1906, at which all the commissioners were present; R. A. Lawrence, state's attorney for the county of Rutland, appeared for the State of Vermont and presented the evidence before the commissioners. P. M. Meldon for Rutland Railroad Company and F. M. Butler for A. J. Bissell.

On the afternoon of the 24th day of July, 1906, Bissell, in company with Harry V. Reed and Mrs. Mattie Whiton, was driving from Rutland to Mendon and at a grade crossing over the track of the Rutland Railroad Company located about 1½ miles south of the city of Rutland, their team was struck by a north bound train and Reed and Mrs. Whiton were instantly killed; Bissell was slightly injured. The crossing where the accident occurred is a blind crossing,

the view of the railroad track in either direction being obstructed by a high bank where the highway passes through a cut on to the railroad crossing. Bissell testified that he looked for a train before he entered this cut, but that he did not stop before he reached the track and when his horse was practically upon the railroad track he first discovered the approaching train; he testified that he heard no warning whistle or bell and that when he discovered the approaching train he urged his horse forward in an effort to get across.

Engineer C. F. Dennis testified that he blew the usual warning whistle at the whistle post 80 rods south of the crossing and that he did not discover the team until he was within a few feet of the crossing when it was too late to stop; his train was running at no unusual speed.

The commissioners find that the accident happened by reason of the careless act of Bissell in driving upon the track without stopping, looking and listening for the approach of a train.

Done at St. Albans, Vt., this 14th day of November, 1906.

FULLER C. SMITH,

H. S. BINGHAM,

GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the collision on the Central Vermont Railway near Bethel, September 23rd, 1906.

Pursuant to notice the commissioners met at Bethel on the 24th day of October, 1906 and made investigation into the cause of a rear end collision which occurred on the Central Vermont railway near Bethel on the 23rd day of September, 1906. J. C. Enright appeared for the state's attorney of Windsor County and C. W. Witters for the Central Vermont Railway Company.

The evidence disclosed the following facts: During the forenoon of September 23rd, extra south bound freight No. 390 stopped about one mile north of Bethel to repair a broken eccentric on the engine and brakeman Bosquet was

sent back to protect the rear of the train by a flag. The detention of No. 390 lasted for a half hour or more and during this time engineer Domey was engaged in repairing the break upon the engine; before these repairs were completed extra south bound freight No. 417 collided with rear end of No. 390. It appeared that flagman Bosquet failed to go back a sufficient distance so that when No. 417 came in sight of the flag it was impossible to stop the train before a collision occurred. The evidence showed that extra 417 was running at a high rate of speed until the engineer discovered the flag but that nearly all the cars in the train were equipped with air brakes and these in good working order. Bosquet was an experienced employe, but in this instance failed to go back a distance sufficiently great to properly protect the rear of his train and failed in this respect to observe the rule of the company on this subject.

No recommendation or order that this commission can make will have any tendency to prevent accidents due to a similar cause.

Done at St. Albans, Vt., this 14th day of November, 1906.

FULLER C. SMITH,
H. S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the fatal accident to Stewart R. Kelley which occurred on the Boston & Maine Railroad at Newbury on the 24th day of August, 1906.

A public investigation into the cause of this accident was held at Wells River on the 16th day of November, 1906, at which all the commissioners were present. M. M. Wilson, State's Attorney for the county of Orange, appeared for the State of Vermont and presented the evidence before the board. Josiah Grout appeared for relatives of Kelley and George B. Young for the Boston & Maine Railroad.

The accident happened at Newbury station. Kelley was a drover in charge of a car of horses and on the morning of August 24th, left White River Junction for Newport, riding in the caboose of the freight train; this train arrived at Newbury at 9:50 a. m. and took the siding to meet the south bound mail. When the train stopped on the siding Kelley left the caboose in company with the conductor and went forward beyond the engine to the north switch and visited with the forward brakeman. When the south bound mail train whistled for Newbury station the brakeman told Kelley that his train would start immediately after the mail arrived and that unless he was used to boarding a moving train he "had better hike for the buggy." Kelley started back but when the mail train arrived he was still in front of the engine of the freight train; the freight train immediately pulled out and Kelley walked back until the front end of the van reached him when he attempted to board it and in some way lost his hold and fell beneath the wheels, sustaining injuries from which he died later in the day.

The evidence showed that the conductor was in the van when the train started and did not know whether Kelley was aboard or not; that the engineer started his train without any motion from the conductor and that none was necessary after the mail train arrived; that Kelley was way-billed "in charge" of stock and was entitled to free passage in the van or in the car of stock; that he had no duties to perform at Newbury which required him to go forward to the north switch and that he fully understood when his train would start in time to reach the van before his train started.

Whatever may have been the responsibility of the conductor toward his passenger in seeing that he was safely on board the train before he permitted the train to start, it was negligence for Kelley to attempt to board a moving train. So far as the operation of the train was concerned, the commissioners find that it was proper and in accordance with usual custom. If the conductor was careless in his lack of attention to Kelley the result, if Kelley had exercised care and prudence, would have been no more serious than leaving Kelley at Newbury. The circum-

stances in no sense justify an attempt to board a moving train.

The commissioners find that the accident happened by reason of the careless act of Kelley and through no fault of the Boston & Maine Railroad or its servants or employees.

Done at St. Albans, Vt., this 22nd day of November, 1906.

FULLER C. SMITH,

H. S. BINGHAM,

GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the accident to W. N. Baldwin which occurred on the Central Vermont Railway, near Milton, Vt., on the 15th day of July, 1906.

A public investigation into the cause of this accident was held at St. Albans on the 12th day of October, 1906. Commissioners Bingham and Howard being present. C. H. Watson appeared for State's Attorney, A. L. Sherman of the County of Chittenden, C. W. Witters appeared for the Central Vermont Railway Company and Fuller C. Smith appeared for the relatives of W. N. Baldwin.

On November 9th, a second hearing was held at Milton; commissioners Bingham and Howard being present, A. L. Sherman, State's Attorney appeared for the State of Vermont, C. W. Witters for the Central Vermont Railway Company and Fuller C. Smith for the relatives of W. N. Baldwin.

The evidence established the following facts. At about twelve o'clock noon on July 15th, 1906; extra freight train, north was passing through Milton at a speed of 12 to 15 miles per hour and when the train reached the Allen crossing, so called, one mile north of Milton, the train had reduced its speed to ten miles per hour. W. N. Baldwin, head brakeman alighted from the train and from his own statement, to several persons he attempted to bleed a car, which is understood to mean; opening a valve under the center of a car to release the brakes and in trying to board the train again the speed was such as to throw him against

the end of the car, with such force as to cause him to loosen his hold on the ladder, or hand rod, and he was thrown under the wheels of the train.

The commissioners conclude that the accident was due to the careless act of W. N. Baldwin, that he was not ordered to perform any such duty; and that with his short experience as a brakeman, attempting this act was poor judgment on his part, at the rate of speed at which the train was running. As the train was being properly operated by those in charge, there can be no fault attached to the Central Vermont Railway Company, its servants or employees.

Done at Bennington, Vt., this 27th day of November, 1906.

H. S. BINGHAM,
GEORGE T. HOWARD,
Railroad Commissioners.

In the matter of the petition of the Hancock Manufacturing Company and others, residents of Rochester and vicinity, asking that permission be granted the White River Railroad Company to operate freight trains over its road pending the completion of repairs now being made.

Pursuant to notice to the petitioners and to the White River Railroad Company, a hearing was given upon the petition at Bethel on the 25th day of November, 1906.

All the Commissioners were present.

The petitioners to a considerable number appeared in person, and the White River Railroad Company was represented by Samuel Williams, its president, and John R. Tupper, its superintendent.

The evidence submitted showed that since the road was closed to traffic on the 13th day of September 1906, a considerable amount of work has been done in temporary repairs upon the bridge structures with a view of making them secure and safe enough to warrant the operation of freight trains over them at a slow rate of speed. Mr. David Williams, bridge engineer on the Boston & Maine Railroad examined the bridge structures on the White River Railroad previous to the hearing and pointed out to the superintendent, John R. Tupper, what temporary repairs

would be necessary in order to make the bridges and trestles safe, and superintendent Tupper immediately made the repairs recommended by Mr. Williams. Work upon permanent repairs is also going forward, new ties being laid and trestles being filled with earth.

It also appeared that the business interests of the entire White River Valley are greatly suffering from lack of transportation facilities and the important lumber and mining interests are likely to be permanently injured unless the products can be shipped by rail from Rochester and other points upon the line. It appearing from the report made by Mr. David Williams to the commissioners, and the testimony of superintendent Tupper that temporary repairs have now been made which make reasonably safe the operation of trains over the road for the purpose of carrying freight, it is ORDERED:

That commencing November 28th, 1906, the White River Railroad Company may operate freight trains over said road carrying freight only.

That in the operation of said trains said Company permit no car to be loaded with more than 25 tons of freight.

That no train be permitted to run at a greater speed than ten miles per hour and that over all bridge structures the speed be limited to four miles per hour.

That in the operation of said trains the 34 ton engine owned by the Company be used.

That said White River Railroad Company immediately employ a competent bridge man to make personal examination of all the bridge structures upon the line at least two or three times each week until the permanent repairs or renewals of said bridge structures are completed, and this order is made conditional upon such employment of a competent bridge man for that purpose.

Done at St. Albans, Vt., this 28th day of November, 1906.

FULLER C. SMITH,
H. S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the personal injury to Louis Cota which occurred on the Rutland Railroad at Middlebury, September 11th, 1906.

A public investigation into the cause of this accident was held at Middlebury by commissioners Bingham and Howard on November 15th, 1906, at which L. C. Russell, State's Attorney for the county of Addison, appeared for the state of Vermont; George McMasters for the Rutland Railroad Company and W. H. Davis for Louis Cota.

At noon on September 11th, 1906, an extra south bound work train was passing under the dry bridge at Middlebury when the top of the "A" frame of the steam shovel struck the lower timbers of the bridge breaking them and tearing up the planking. Louis Cota, a lad twelve years of age, was passing over the bridge at the time; he fell through the hole to the top of a car and was severely injured.

The evidence showed that this work train went north to Burlington some three weeks previous to the accident, and the outfit passed under this bridge without striking it. Employees testified that when the equipment left Burlington for the south on the day of the accident the "A" frame of the shovel was adjusted in the same manner and at the same height as when it passed north under this bridge three weeks before. But the accident itself demonstrated the fact that the employees having charge of the operation of this train had no knowledge of the matter; they had failed to exercise care in adjusting the height of the "A" frame and accepted the chance of its clearing the bottom timbers of the bridge at Middlebury without any attempt to make certain about it.

The commissioners find that the accident happened by reason of the careless operation of the work train by the employees of the Rutland Railroad Company charged therewith.

Done at Montpelier, this 2nd day of December, 1906.

H. S. BINGHAM,
GEORGE T. HOWARD,

Railroad Commissioners.

In the matter of the Fatal Accident to Frank Kennedy which occurred on the Rutland Railroad near Middlebury, October 10th, 1906.

Pursuant to reasonable notice a public investigation of the cause of this accident was held at Middlebury by Commissioners Bingham and Howard on November 15th, 1906. L. C. Russell, State's Attorney for the county of Addison, was present for the State of Vermont; George & Moulton for the family of Kennedy.

McMasters for the Rutland Railroad Company, and Cowles

The evidence showed that on the night of October 10th, 1906, Kennedy was employed as head brakeman on south bound freight train No. 30, and at about 1:45 a. m., and at a point about 3½ miles south of Middlebury he fell from the tender of the engine just as the engine was passing through an iron bridge. He was instantly killed. Before the accident occurred, Kennedy had been shoveling coal for the fireman; when this duty was performed he sat down upon the ice box on the tender. No person knows how he happened to fall from his seat and no further information concerning the accident could be obtained. After it was discovered that Kennedy was missing the train was stopped and the conductor went back and found his lifeless body on the bridge. The commissioners are unable to determine the cause of the accident.

Done at Montpelier, this 2nd day of December, 1906.

H. S. BINGHAM,

GEORGE T. HOWARD,

Railroad Commissioners.

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